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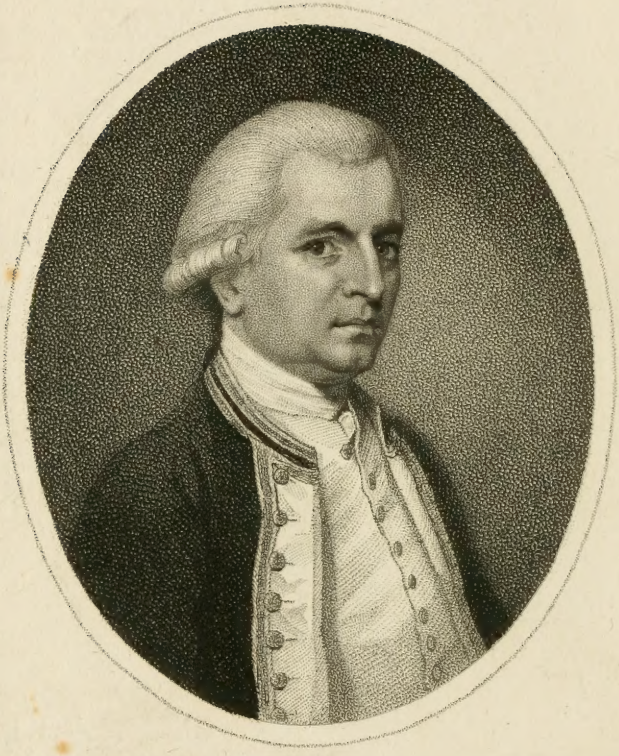

Blood fc.

William Truscott Esq.r

Rear Admiral of the White.

Pub.d by J Gold 103 Shoe Lane Sep.r 30th 1813.

NAVAL CHRONICLE.

VOL XXII.

To the Memory of Charles Holmes Esq^r
Rear Admiral of the White,
He died the 21^st of Nov^r 1761, Commander
in Chief of his Majesty's Fleet Stationed
at Jamaica Aged 50; erected by his
grateful Nieces Mary Stanwix & Lucretia Sowle.

I. Wilton sculptor. Published Dec^r 1^st 1809, by Jayne, Gold. sq^r Shoe Lane, Fleet Street. Holl sculp^t

THE

Naval Chronicle,

FOR 1809:

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

United Kingdom;

WITH A VARIETY OF ORIGINAL PAPERS ON NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL

LITERARY AND PROFESSIONAL MEN.

VOL. XXII.

(FROM JULY TO DECEMBER.)

" O'er many Nations art thou set, to deal
The Goods of Fortune with impartial hand;
And ever watchful of the publick weal,
Unnumber'd Witnesses around thee stand.
. . . In generous purposes confirm thy breast,
Nor dread Expenses that will grace thy name;
But scorning sordid and unprincely gain
Spread all thy bounteous Sails, and launch into the Main."

West's Pindar, Pythean Odes, 1. Decade xix.

LONDON:

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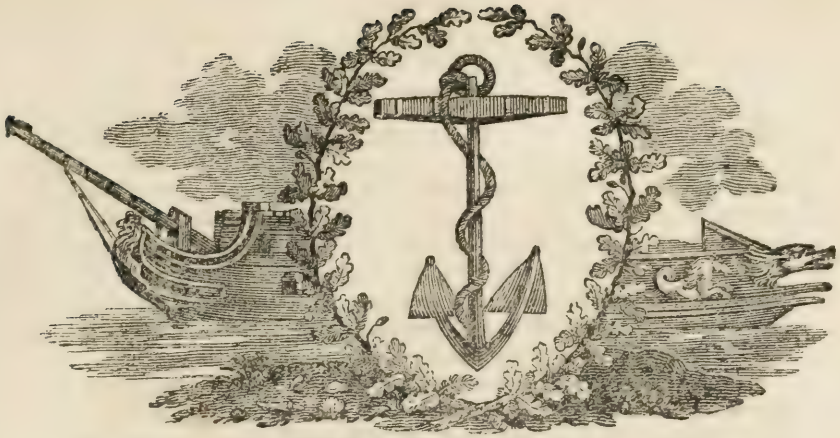

PREFACE

TO THE TWENTY-SECOND VOLUME.

THE destruction of the French ships and transports by Admiral G. Martin, under the orders of Lord Collingwood, as given in our Letters on Service (page 500) must have proved a severe blow to the enemy, and have given renewed spirit to the exertions of the Spanish patriots, whose cause, however desperate, still preserves a prolonged character of determined resistance, which but ill agrees with the vaunting threats of the Corsican. Nor does the defeat of the army of La Mancha, under General Areizaga, however great his loss, tend to destroy the hopes we have so long cherished, that the cause of liberty will eventually triumph in the noblest part of Continental Europe.

The protests of the Princess of the Brazils, and of her cousin, the Spanish Prince, with the Declaration of Don Pedro Carlos de Bourbon y Braganza, the Portuguese Great Admiral, are inserted (page 34—42) and are interesting documents: to our worthy Correspondent that transmitted them, and was at the trouble of translating the same, we are under particular obligations.

The death of the Duke of Portland during the period this Volume embraces, has certainly been a great loss to the country: he was a nobleman of upright integrity, and of a most amiable character. The disputes which have agitated the cabinet for so many months, as detailed in Mr. Canning's letter in the public prints, must have been viewed with exultation at Paris, and given the wily Usurper a mean idea of our wisdom and patriotism. In the mean time the Marquis Wellesley has arrived in the Donnegal, and succeeded Mr. Canning; and Lord Grenville has followed the Duke of Portland in the Chancellorship of the University of Oxford. We think the political horizon looks black and dirty, and expect to hear of violent squalls and hurricanes during the winter from the St. Stephen's State Vessel. Whilst Buonaparte continues to pursue one undeviating line of policy, our state dissensions and cabals continually check and interrupt whatever system had been adopted by our cabinet, and inevitably give considerable advantages to our enemies. How-

ever, amidst the late convulsion, the Admiralty, excepting the secession of Lord Palmerston and Mr. Pole, continues in the same state. When the whole of the Walcheren Expedition shall be laid before Parliament, we shall have an opportunity of examining more minutely the conduct of the Board on that lamentable occasion, and of ascertaining the disputes which are said to have existed between our naval and military commanders.

Amidst the NAVAL BIOGRAPHY in this Volume, we have given memoirs of the public services of Lord Cochrane, of Captain Palmer, of the late Earl of Mount Edgcumbe, of Sir Chaloner Ogle, of Admiral Whitshed, and of Sir William Rowley. These will be followed, and if possible in our next Volume, with memoirs of the public services of the late Sir Alexander Ball, Governor of Malta, and of his successor the present Admiral Sir R. G. Keats: and we request such officers as have served with either to favour us with their communications. The life of the late Sir Richard Pearson, so long promised, has not been forgotten. We are anxious to procure materials for a memoir of that excellent officer, Commodore Owen.

In our CORRESPONDENCE we trust many letters have been inserted in the present Volume of utility and interest to professional men, and to readers in general. It is in this department of our work that we particularly request the assistance of our friends. We are much obliged to *Philadelphus*, from Dover, (page 29) for correcting an error of Sir J. Carr's respecting Sir Sidney Smith: if we are not mistaken, *Philadelphus* is in possession of many facts respecting the Turkish navy, which, if he would occasionally communicate, would add much to our pages. To *Amerigo Vespucci* we have to reply, that the authority on which Tim Weatherside (Vol. 21, page 43) placed the noted land fall, Cape Frio, was that of Arrowsmith, who gave it from undoubted authority. *Brontes*, and other Correspondents on the Rocket System, will accept our thanks for their communications. Our Correspondent E. M. in his letter respecting the Siege of Acre, (page 33) has not given sufficient credit to the French engineer, *Phellipeaux*, who arranged and conducted the whole siege, and died in consequence of the fatigue he experienced. Mr. Clarke, in the life of Lord Nelson, which he has lately published, in conjunction with Mr. M'Arthur, treats on this subject, (Vol. 2, page 190) and informs us, that "Colonel Phellipeaux had studied at the Military College with Buonaparte, in all their public examinations had invariably borne off the palm, and been acknowledged his superior. At Acre their respective talents were again tried, and the same superiority displayed by this distinguished Royalist; who having entirely baffled the force of Buonaparte, and arrested his career, died soon afterwards of a decline, from the fatigue he had experienced."—The letters of A. F. Y. are always interesting; his

13th and 14th, on the present Management and Discipline of the Navy, appear at pages 104 and 464. A short one from the same Correspondent is inserted at page 291. We also thank our friend E. G. F. for his letter inserted at page 473. C. D. L. has conferred a favour on us (page 375) by transmitting a more detailed account of the beneficial use of the *Kew Nopal*, in the cure of scurvy, than what had appeared in Dr. Anderson's communication (Vol. 21, page 40). The Journal by Dr. W. Cullen Brown, of the Ætna bomb, of the various transactions which took place at Flushing (page 295) has enabled us to preserve a valuable document for the future historian, and to correct many of those vague accounts which had appeared. Mr. Boswell's communications are always acceptable; at page 298, and under the head of Naval Improvements, we have inserted his communications respecting the ship *Economy*, as built on Mr. Boswell's patent plan. And at page 300, is inserted Captain Malcolm Cowan's communication to the Navy Board, respecting the dangers to which his Majesty's ships and vessels are exposed, from the present mode of making sails in the navy. Mr. Fairfax rendered us an essential service by transmitting a copy of his chart of the position of the French fleet in Aix Roads, on the 11th and 12th of April, whence our engraving was taken, (page 48). We are also much obliged to Sir Joseph Senhouse and many other Correspondents, for their assistance and favours.

Amidst the PHILOSOPHICAL PAPERS in the present Volume, which the press of various naval papers has obliged us in some numbers to omit, will be found, "Remarks on the best means of recovering persons apparently drowned, or who have been exposed to vapours and extreme cold," (page 65). "Account of a newly-invented Windlass, by Mr. Fairless, of South Shields," (page 98). "Letters on the tendency of Currents in the Atlantic Ocean from East to West," (page 191) "Letter respecting Coal to be found in the neighbourhood of the Metropolis," (page 200). "Observations on Water Spouts, as seen from Nice, by M. Michaud, Correspondent of the Royal Academy of Sciences at Turin," (page 328). "Account of a fact in Hydrostatics, lately discovered by Mr. Boswell, and of an application of it in the formation of a ship's run, or angle of termination," (page 390).

Under the head of NAVAL POETRY are preserved in the present Volume, many of the excellent ballads of the late Captain E. Thompson, (pages 335, 337, 406, and 407.) There are also some others, not generally known, which our friends would much oblige us by forwarding. In our extracts from Mr. Walter Scott's beautiful poem of MARMION, as given in a former Volume, we omitted to insert an allusion of his to our attack on Copenhagen, by which we obtained possession of the Danish

fleet; an allusion which is not generally known (Canto III. Stanza 26):—

> 'Tis said, that, in that awful night,
> Remoter visions met his sight,
> Foreshewing future conquests far,
> When our sons' sons wage northern war;
> A Royal City, tower and spire,
> Redden'd the midnight sky with fire;
> And shouting crews her Navy bore,
> Triumphant, to the victor shore.
> Such signs may learned clerks explain,
> They pass the wit of simple swain."

Mr. Scott is at present occupied on another poem, styled, as we have heard, "The Lady of the Lake;" which we hope will afford some further extracts connected with the subject of our CHRONICLE.—Joel Barlow's Poem of the COLUMBIAD has been republished at Philadelphia in 1807: we remember reading it, and with a good deal of pleasure, so far back as 1790: it has since undergone great alterations, but not always for the better.

A greater portion of our CHRONICLE than we generally allot for the purpose, has been taken up by the Courts Martial; that of the late Lord Camelford we have given complete in the present Volume—it is, we believe, almost unprecedented, of an officer being tried under such circumstances: to the gentleman that so obligingly furnished us with the copy, we return our best thanks.

Our LETTERS ON SERVICE, which, combined, form a valuable digest of Naval History from 1799, are brought up in this Volume to the 5th of December. They contain many splendid feats of heroism, on which we have not at present an opportunity to enlarge. We wish that officers would, on great occasions, send a copy of their original letter to the CHRONICLE. In the Gazette it is frequently curtailed, and of late we have observed, as in the article dated "Admiralty-Office, November 28," that the original letter is merely referred to, viz. *Vice-admiral Holloway has transmitted to John William Croker, Esq. a Letter from Captain Sir William Bolton, giving an Account, &c.—Also a Letter from Captain Brace, giving an account, &c.—And also a Letter from Captain Worth, stating the capture, &c.* In these and other similar instances, the communication of a copy of the original letter to the CHRONICLE, would be of considerable service to subsequent writers.

At the instant of concluding this Preface, we hear of another attempt of the Corsican to regain his lost colonies, and rebuild his navy, by endeavouring to cajole us into a peace. The proposal for a congress is said to have been received from the Austrian ambassador at Paris. We trust our ministers will reply in the words of a King, who resolving to pursue his destined purpose, would not be delayed by the messengers of the enemy—"What hast thou to do with Peace, get thee behind me."

THE RT HONBLE

CAPTN LORD COCHRANE K.C.B.

The above Vignette Engraving by Nesbit, from a Drawing by Pocock, represents the situation of his Majesty's ship St. Fiorenzo,* with her prize the Piedmontaise, as they appeared after the last three successive engagements off the Island of Ceylon on the 8th of March, 1808.

MEMOIR OF THE PUBLIC SERVICES

OF

THE RIGHT HON. LORD COCHRANE, K.B.

CAPTAIN IN THE ROYAL NAVY, &c.

" All my delight on deedes of armes is sett,
To hunt out perilles and adventures hard,
By sea, by land, whereso they may be mett,
Onely for honour and for high regard,
Without respect of richesse or reward."——SPENCER.

THAT spirit of bold emprise, by which Lord Cochrane, from his earliest youth, has been distinguished, has rendered him an object of interest to our readers. His late brilliant exploit—the destruction of the French fleet, in Basque Roads—has brought him before the public in a more conspicuous light than ever; we therefore feel satisfaction, in submitting the present account of his lordship's professional services.

The Right Hon. Thomas Lord Cochrane is the eldest son of the Earl of Dundonald, by his first lady, Anne, daughter of Captain

* For the biographical memoir of the late gallant Captain Hardinge, who commanded the St. Fiorenzo, see Vol. XX. of the NAVAL CHRONICLE, as also the official and private accounts of the action and capture of the Piedmontaise.

Gilchrist, an officer of considerable eminence in the royal navy.* His lordship's first ennobled ancestor was William Cochrane, who, in the year 1667, was created Baron Cochrane, and, in 1669, Earl of Dundonald. From his eldest son descended seven Earls of Dundonald, when that branch of the family became extinct, and the title fell to Thomas, a descendant of John, the younger son of the first Earl. By his second wife, a daughter of Archibald Stuart, Esq. he had twelve sons, and a daughter, amongst whom were Archibald, the present Earl, and Alexander, a rear-admiral, and knight of the Bath.

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* One action in which Captain Gilchrist was engaged, while commanding the Southampton, of 32 guns, excited much notice at the time.—On the 28th of March, 1758, the Southampton, in company with the Melampe, of 24 guns, Captain Hotham, while cruising in the North Sea, gave chase to two French frigates. The Melampe, being the better sailer, came up with, and engaged them both, for three quarters of an hour, before the Southampton could render her any assistance. When Captain Gilchrist came up, one of the French frigates made sail and got off; and the Melampe, which was too much damaged in her rigging to be able to pursue, fell astern; consequently, the Southampton was left alone to contend with the enemy. "Now," says a letter which we have seen, that was written shortly after the action, "began one of the most obstinate engagements that has happened this war: they fired with equal fury on both sides, and both captains behaved with that bravery which became their stations: but the courage and resolution of Captain Gilchrist, animated his men to such a degree, that they exceeded any thing I have heard of, and at last, obliged the French to strike their colours. The Southampton's people boarded, and found the French ship to be the Danae, of 40 guns, and 340 men. She was a King's ship, and was bound with another, north about, to Canada with stores. The Southampton laid alongside of her about six glasses, and notwithstanding it was so sharp an engagement, she had but one man killed, and ten wounded; among the latter is the brave Captain Gilchrist, who was shot through the shoulder with a pound ball, and went ashore at Yarmouth, where he was attended by all the physicians and surgeons in the town. The Danae lost her first and second captains, and the people of the Southampton imagine about eighty men, as they found seven or eight dead at some of the guns. The French captain was the same man who fought the Lion, Captain Brett, so valiantly in the last war.—During the action, the Melampe laid by to refit, and was coming up just as the Danae struck. By the great care and skill of the surgeons, Captain Gilchrist was at length perfectly recovered."

We have long been promised the loan of a portrait of Captain Gilchrist, with an account of his professional services, which we shall be happy to receive, as early as it may be convenient.

The Earl himself, as well as his brother Alexander, was originally intended for the navy, in which he passed some of the earlier years of his life. He served as a midshipman, under Captain Stair Douglas, and afterwards, as acting lieutenant, on the coast of Guinea; and, while so employed, we have heard it mentioned, as a peculiarity of his lordship, that, unless actually on duty, he was always seen bare headed.

From what motive we are unacquainted, but, after his return from the coast of Guinea, his lordship relinquished the naval service, and, for some time, we believe, held a commission in the army. His favourite pursuits, however, were of a scientific nature. In his youth, his attention had been directed to chemical experiments; the brilliant discoveries of Dr. Black operated as stimulants to his active and capacious mind; and, for many years, even to the injury of his private fortune, his lordship's studies have been almost entirely devoted to chemical and mechanical experiments, conducive to the general interests of society.*

Lord Cochrane was born on the 14th of December, 1775; and, evincing an early predilection for the naval service, he was taken under the immediate protection of his respected relative and godfather, the present Admiral Sir Alexander Cochrane. He was not more than ten or twelve years old when he first went to sea; but, as his uncle had taken care to procure an able tutor for him, he was fortunately enabled to acquire a sufficient portion of scholastic knowledge, at the time that he was inuring himself to the duties of his profession. At this period, he is said to have displayed great vigour and susceptibility of mind. We have also heard it mentioned, that, to common observers, his resolution and activity, while a youth, appeared temerity; and that the relation of many of his achievements, when in the Bay of Biscay, in the West Indies, and on the home station, before he passed for a lieutenant,

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* One of the early inventions of Earl Dundonald was that of a method for preserving ships from being worm-eaten, in warm climates. While serving upon the coast of Africa, he witnessed the destructive ravages committed upon ships' bottoms, by worms; and, from his chemical knowledge, it occurred to him, that an extract from pit-coal, in the form of tar, might be advantageously employed, as a preventive of this evil. Some experiments were consequently made, by paying ships' bottoms with his lordship's preparation; and, as it was found perfectly to answer the intended purpose,

would be regarded as a tissue of gross exaggerations, if not of absolute falsehoods. His more recent actions, however, afford the strongest presumptive proofs of the undaunted hardihood of his earlier adventures.

Notwithstanding his arduous and unremitting exertions, his

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the practice was adopted, not only in this country, but in Holland, and the North. Had not the coppering of vessels become shortly afterwards very common, this discovery must have proved of incalculable value; and, in the short, and coasting trade, in which it is resorted to, as less expensive than coppering, its advantageous effects are still witnessed.—A necessary consequence of the discovery of pit-coal tar, was that of the inflammable gas, which was emitted in the process; and which, through the efforts of a speculating projector, has, for the last two or three years, been an object of much curious attention in the metropolis.

In 1785, Lord Dundonald published a treatise upon the manufacture of salt, recommending the refuse of that article, as a manure. In 1795, his lordship also published a work upon agriculture; in which, amongst many useful suggestions, and much salutary advice, the conversion of peat-moss into good soil, and the malting of grain, for the purpose of feeding cattle, are particularly discussed.

In 1801, his lordship, after numerous experiments, succeeded in producing, from the useless plants called lichens, which grow upon the bark of trees, on stones, &c. a substitute for the gum-senegal, which is used in considerable quantities by calico printers. This discovery was of the greater utility, as it was made at a period when the gum was particularly scarce and dear.—The philosophical researches of Lord Dundonald were next directed to the manufacture of alum, in which he introduced some material improvements.

His lordship's most successful project, for which he obtained a patent, in the year 1803, is a new and improved mode of preparing hemp and flax; by the adoption of which, the manufacture of sail-cloth has, in this country, attained an unrivalled excellence. Lord Dundonald submitted his process, with samples of cloth manufactured agreeably to his directions, to the Admiralty; and so sensible was that Board of the advantages of his lordship's plan, that it has been for some time stipulated, in every contract, that the hemp shall be steeped and boiled in the manner which he recommended. In the year 1804, not fewer than sixty-three manufacturers of sail cloth had adopted his lordship's method; and, since that period, the use of cloth so manufactured has become general, in the merchant service, as well as in that of the navy.

Lord Dundonald, we have been given to understand, is at present occupied in the prosecution of some experiments, relating to our woollen manufacture, which, should they prove successful, will be productive of eminent advantage to the community.

youth prevented him from attaining the rank of lieutenant, till towards the close of last war. Since that period, his lordship's progress has been signal and rapid.—In the month of December, 1799, while serving in Lord Keith's flag-ship, the Queen Charlotte, he was intrusted with the admiral's cutter, and sent to relieve the Lady Nelson, in the Bay of Algeziras, at the time that that ship was surrounded and attacked by French privateers and Spanish gun-boats. On this occasion, Lord Cochrane greatly distinguished himself. He chased the privateers under the cannon of the harbour, and it was only in consequence of the darkness of the night, that they were enabled to effect their escape.* This action attracted the particular notice and admiration of Lord Keith, who, in September, 1800, made him master and commander, in the Speedy sloop, of 14 guns.

In this vessel, Lord Cochrane continued to be employed, in the Mediterranean, under the orders of Lord Keith, till nearly the end of the war. His exertions, in annoying the enemy, and in making numerous captures, were eminently successful. In February, 1801, he took the French brig, la Caroline, laden with ordnance stores,† and, in April, some Spanish xebecs.‡ His

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* "On the 21st of December in the evening, the Lady Nelson cutter was observed off Cabareta Point, surrounded by, and engaging several French privateers and gun-vessels. Lord Keith, who was lying in Gibraltar Bay, immediately despatched the boats of the Queen Charlotte and Emerald, to row towards the enemy, in hopes it might encourage the cutter to resist until she could get under the guns of the ships; but in the interim she was boarded and taken in tow by two of the French privateers, in which situation Lieutenant Bainbridge, in the Queen Charlotte's barge, with 16 men, ran alongside the cutter, boarded her with the greatest impetuosity, and after a sharp conflict carried her, taking seven French officers, and twenty-seven men, prisoners; six or seven others were killed, or knocked overboard in the scuffle: the privateers instantly cut the tow-ropes, and made off under Algeziras, pursued and attacked by Lord Cochrane, in the Queen Charlotte's cutter. The darkness of the night prevented the boats acting in concert, otherwise all the privateers would have been taken. Lieutenant Bainbridge was severely wounded on the head by the stroke of a sabre, and slightly in other places. Some of the men were also wounded in this gallant conflict."—*Vide* SCHOMBERG's *Naval Chronology*, Vol. III. page 333.

† *Vide* NAVAL CHRONICLE, Vol. VI. page 415.

‡ *Ibid.* page 416.

most extraordinary display of courage, however, while commanding the Speedy, was in the attack and capture of the Spanish frigate El Gamo, off Barcelona, on the 6th of May; * in which the difference in size, weight of metal, and number of men, in the contending ships, is particularly deserving of notice. The Spaniard mounted 32 guns; of which twenty-two were long 12-pounders, eight nines, and two heavy carronades; and she was manned with 274 officers, seamen, boys, and supernumeraries, and 45 marines, making a total of 319: whilst the Speedy mounted only fourteen 4-pounders; and, including officers, men, and boys, had only 54 on board. The frigate was carried by boarding. "The great disparity of force," says Lord Cochrane, in his official letter, "rendered it necessary to adopt some measure that might prove decisive; I resolved to board, and, with Lieutenant Parker, the Hon. Mr. Cochrane, the boatswain, and crew, boarded; when, by the impetuosity of the attack, we forced them instantly to strike their colours." Lieutenant Parker was severely wounded, and one seaman lost in the act of boarding. The total loss of the Speedy, in this spirited conflict, was three killed, and eight wounded; that of El Gamo, fourteen killed, and forty-one wounded—a greater number than the crew of the Speedy † consisted of.

In this vessel, accompanied by the Kangaroo, Captain Pulling, Lord Cochrane, soon after the capture of El Gamo, destroyed a Xebec, of 20 guns, two or three gun-boats, and part of a convoy, which sought protection under a battery of heavy ordnance.—It was on the 1st of June, while cruising off Barcelona, that the Speedy fell in with the Kangaroo; and, in consequence of information which they obtained from a Minorquin privateer, it was determined to go in pursuit of a Spanish convoy, consisting of twelve sail, and five armed vessels, then three days' sail ahead. On the morning of the 9th, they got sight of them, at anchor, under the battery of Oropeso. "Having so able and gallant an

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* *Vide* Naval Chronicle, Vol. VI. page 151.

† In compliment to the gallantry of Lord Cochrane, Mr. N. Pocock, in the year 1805, exhibited a water-colour view of the action between the Speedy and El Gamo, at the rooms in Lower Brook Street.

officer as his lordship," says Captain Pulling,* " to lead into the Bay, I hesitated not a moment to make the attack: we approached within half gun-shot of the enemy by noon with both brigs, and came to an anchor, though opposed by the battery, which is a large square tower, and appears to have twelve guns, a xebec, of 20 guns, and three gun-boats, all of which kept up a brisk fire until two o'clock, when it considerably decreased, but again recommenced, encouraged by a felucca, of twelve guns, and two gun-boats, that came to their assistance: by half-past three, the xebec and one of the gun-boats sunk, and shortly after another gun-boat shared the same fate. The tower, with the remaining gun-boat, assisted by the three in the offing, continued to annoy us on both sides till about half-past six, when the fire of the whole slackened; and on the Kangaroo cutting her cables, and running nearer to the tower, the gun-boats in the offing fled, and by seven the tower was silenced. We were annoyed by a heavy fire of musketry in different directions till midnight, during which time the boats of both brigs were employed in cutting out the vessels that were found afloat, under the direction of Mr. Thomas Foulerton, the first lieutenant of the Kangaroo, assisted by Lieutenant Warburton, of the Speedy, the Hon. M. A. Cochrane, and Messrs. Dean and Taylor, midshipmen; they succeeded in bringing out three brigs laden with wine, rice, and bread. When Lord Cochrane, with his usual zeal, took the same officers under his command, and went in shore again in the hope of bringing away more, but the remainder were either sunk or driven on shore."

It appears by this account, that, from the commencement of the attack, till the completion of the service, at least twelve hours of incessant and laborious exertion had elapsed. " I cannot," says Captain Pulling, " express myself sufficiently grateful to Lord Cochrane for his assistance during this long contest, as well as on the day before, when we found it necessary, for the honour of his Britannic Majesty's arms, to blow up the tower of Almanara, mounting two brass four-pounders, which would not surrender,

* *Vide* Captain Pulling's official letter, in the VIth Volume of the NAVAL CHRONICLE, page 320.

though repeatedly summoned."—In this last mentioned affair, as we also learn, from Captain Pulling's letter, Lord Cochrane, who never appears to have been over cautious respecting his person, received a bruise, and was slightly singed.

A few days after the achievement of these gallant exploits, the Speedy had the ill luck to fall in with the French squadron, under the command of M. Linois, by which she was chased, and captured; but, in consequence of the engagement which took place in Algeziras Bay, between Sir James Saumarez and Linois,* on the 6th of July, Lord Cochrane's captivity was of very short duration. On the day succeeding the battle, Sir James Saumarez sent Captain Brenton into the bay, with a flag of truce, to endeavour to effect an exchange of Captain Ferris, and of the officers and men who had unfortunately fallen into the hands of the enemy. After some little delay, the object of the English admiral was so far attained, that Captain Ferris, with all his officers and wounded men, were sent away, on their parole; and, by the same opportunity, Lord Cochrane, with the officers and crew of the Speedy, also succeeded in obtaining their liberty.

During the time that Lord Cochrane had commanded the Speedy—a period not much exceeding ten months—he had taken the extraordinary number of *thirty-three* vessels, mounting, in the aggregate, 128 guns, and containing 530 persons.

As a reward for these services, his lordship was, on the 8th of August, 1801, promoted to the rank of post captain, in la Raison frigate; but, in consequence of the peace of Amiens, which almost immediately succeeded, his career of success was, for a time, suspended.

In the month of October, 1803, soon after the re-commencement of hostilities, Lord Cochrane was appointed to the Arab; and, in the following year, to the Pallas frigate, of 32 guns. In the latter ship he proceeded to the Newfoundland station, but remained there only a short time. Early in 1805, he was sent out with despatches to his uncle, Sir Alexander Cochrane, who was at that time employed in the blockade of Ferrol. This was shortly

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* *Vide* Naval Chronicle, Vol. VI. pages 109, 148, and 194.

after the rupture with Spain took place, and, as Lord Cochrane was employed in cruising off the Spanish coast, he had the good fortune to make a considerable number of prizes. Amongst others, the capture of Il Fortuna, a Spanish galleon, afforded a rich recompense to his valour. Il Fortuna, bound from the Rio de la Plata to Corunna, was laden with specie, to the amount, as was reported, of 150,000l. besides a considerable quantity of valuable merchandise, of nearly an equal value. This capture, however, is chiefly memorable, for a noble act of generosity displayed upon the occasion, by Lord Cochrane, his officers, and crew. The Spanish captain, and supercargo, stated, that they had been engaged, for nearly twenty years, in commercial pursuits, in the burning clime of South America; that they were returning to their families, in Old Spain, there to spend the evening of their days, on the hardly-earned fruits of their industry; that the whole of their property, amounting, in goods and specie, to about 30,000 dollars each, had been embarked in Il Fortuna; and, by the capture of that ship, they found themselves reduced to a state of indigence and beggary. It was added, too, that this was the second time that the captain had sustained such a misfortune; as, in the year 1779, he had been stripped of his all by a British cruiser, and forced to begin the world anew! A tale of distress, whether real or fictitious, seldom fails of producing a due effect upon the heart of an English sailor; and, in the present instance, our national spirit of liberality exerted its influence in favour of these unfortunate men, to an unexpected, and almost unprecedented extent. The result of their appeal was, that they each received 5,000 dollars in specie, from their captors; a boon of benevolence, which, by the joyful tears they shed, called forth the most grateful feelings of the heart.*

It was on the 9th of March (1805) that Il Fortuna arrived at Plymouth; and, on the 23d of the same month, another Spanish letter of marque, of 14 guns, was sent into that port, a prize to the Pallas.

Early in April, 1806, the Pallas was employed in the execution of

* This anecdote, so much to the credit of the brave officers and crew of the Pallas, is related at length, in the XIIIth Volume of the Naval Chronicle, page 357.

a very hazardous enterprise, in the Garonne; a river, as it has been observed, the most difficult in its navigation of any on the French coast. From Lord Cochrane's official despatch, upon this occasion,* we learn, that, in consequence of information which had been received, respecting the situation of some corvettes, lying in the Garonne, the Pallas proceeded up the river, and anchored close to the Cordovan shoal, a little after dark on the evening of the 5th of April. About three o'clock on the following morning, the boats of the Pallas had succeeded in boarding and cutting out the Tapageuse corvette, of fourteen long 12-pounders, and 95 men; notwithstanding she lay twenty miles above the shoals, under the protection of two heavy batteries. At day-light, however, when the Tapageuse made sail, a general alarm was given, and she was followed by a sloop of war. An action consequently commenced, and continued, "often within hail, till, by the same bravery by which the Tapageuse was carried, the sloop of war, which had been before saved by the rapidity of the current alone, after about an hour's firing, was compelled to sheer off, having suffered as much in the hull as the Tapageuse in the rigging."

But this was not the conclusion of the service. On the same morning, while at anchor, waiting for the return of the boats, the Pallas descried three ships bearing down towards her. The anchor was instantly weighed; and, with the remainder of her officers and crew, she chased, drove on shore, and completely wrecked them. One mounted 24 guns, another 22, and the third 18. It is remarkable, that, in the destruction of these vessels, and the capture of the Tapageuse, which altogether mounted 78 guns, not a man belonging to the Pallas was killed, and only three slightly wounded. "Nothing," observed Admiral Thornborough, "can evince more clearly the high state of discipline of the crew of the Pallas, than the humanity shewn by them to the enemy in the conflict." Lord St. Vincent, too, at that time commander-in-chief on the home station, contributed his portion of applause on this occasion—"The gallant and successful exertions of the Pallas," said his lordship, in the envelope of Lord Cochrane's letter, therein detailed, "reflect *very high honour* on her captain, *and call for my warmest admiration!*"

* *Vide* NAVAL CHRONICLE, Vol. XV. page 347.

In addition to the above, between the 26th of March and the 8th of April, Lord Cochrane took two French chasse marées, and one brig; and destroyed a chasse marée, and another brig.

In the succeeding month (May) the French trade having for some time been kept much in port, owing, in a great measure, to their knowledge of the exact situation of our cruisers, constantly announced at the signal posts on the coast, it appeared to Lord Cochrane to be of some importance, "as there was nothing better in view,*" to endeavour to stop that practice. He accordingly landed, with his marines and boats' crews, and demolished the two posts at la Pointe de la Roche, that at Calioia, and two in l'Ance de Repos. One of the last mentioned was defended by upwards of a hundred militia. All the flags were brought off, and the houses which had been built by government, were burned to the ground.

A successful attempt was also made by his lordship upon the battery at Point d'Equilon, which was carried by a *coup de main*, and laid in ruins, the guns spiked, the carriages burnt, the barrack and magazine blown up, and all the shells thrown into the sea. The signal post of l'Equilon, together with the house, shared the fate of the gun carriages; but the convoy, which would have been a gratifying capture, got into a river beyond the reach of the brave assailants.

This service had scarcely been accomplished, when Lord Cochrane was engaged with a force so strikingly superior to that of the Pallas, that his escape from destruction appears almost miraculous. While cruising off l'Isle d'Aix, and reconnoitring the French squadron, he discovered a well known 40-gun frigate, which had been a source of great annoyance to the English, and three brigs, all getting under sail. His lordship, however, was not to be intimidated by this vast disparity of force—"The Pallas," says he, "remained under top-sails by the wind to await them; at half-past eleven (in the morning) a smart point-blank firing commenced on both sides, which was severely felt by the enemy. The main-top-sail-yard of one of the brigs was cut through, and the frigate lost her after-sails. The batteries on l'Isle d'Aix opened on the Pallas,

* *Vide* Lord Cochrane's letter on service, NAVAL CHRONICLE, Vol. XVI. page 75.

and a cannonade continued, interrupted on our part only by the necessity we were under to make various tacks to avoid the shoals, till one o'clock, when our endeavours to gain the wind of the enemy, and get between him and the batteries proved successful; an effectual distance was now chosen—a few broadsides were poured in—the enemy's fire slackened; I ordered ours to cease, and directed Mr. Sutherland, the master, to run the frigate on board, with intention effectually to prevent her retreat, by boarding. The enemy's side thrust our guns back into the ports, the whole were then discharged, the effect and crash were dreadful; their decks were deserted; three pistol shots were the unequal return. With confidence I say, that the frigate was lost to France, had not the unequal collision tore away our fore-top-mast, jib-boom, fore and main-top-sail yards, sprit-sail yard, bumkin, cat-head, chain-plates, fore-rigging, fore-sail, and bower anchor, with which last I intended to hook on, but all proved insufficient. She was yet lost to France, had not the French admiral, seeing his frigate's fore-yard gone, her rigging ruined, and the danger she was in, sent two others to her assistance. The Pallas being a wreck, we came out with what little sail could be set, and his Majesty's sloop, the Kingsfisher, afterwards took us in tow.*"

Thus, it appears, the French frigate was fairly beaten, and escaped only by the approach of two others to her assistance.† In this severe and unequal conflict, the Pallas had only one man killed, and five wounded. The loss of the Frenchman is unknown.

In consequence of the disabled state of the Pallas, Lord Cochrane did not go to sea again in that ship, but was appointed to the Imperieuse (formerly la Medée) of 40 guns, which he has ever since commanded.

Between the 13th of December, 1806, and the 7th of January, 1807, his lordship took, and destroyed, fifteen ships of the enemy.‡ About the time last-mentioned, the boats of the Imperieuse, under

* The whole of this despatch appears in our XVIth Volume, page 76. but, from the lively interest which it excites, as relating to one of the most important actions of Lord Cochrane's professional life, we are satisfied that we shall be readily excused, for inserting so long an extract in this place.

† She was afterwards taken by Sir Samuel Hood.

‡ *Vide* NAVAL CHRONICLE, Vol. XVII. page 167.

the direction of Lieutenant Mapleton, made a successful attack upon Fort Roquette, at the entrance of the Bason of Arcasson.* This fort, which had been intended for the defence of the bason, and of such vessels as might be lying in it, was completely laid in ruins; a large quantity of military stores was destroyed; four 36-pounders, two field pieces, and a thirteen-inch mortar were spiked; and all the platoons and carriages burnt. This enterprise, through the judicious manner in which it was planned and conducted, was accomplished without any loss whatever on the part of the assailants.

Subsequently to the event here noticed, Lord Cochrane has been employed chiefly on the coast of Spain. At first, we believe, he went upon an independent cruise; but afterwards placed himself under the command of Lord Collingwood, whose squadron was employed in the blockade of Cadiz, and in checking the exertions of the Spaniards, who were at that time acting under the influence of the French. No sooner had they attempted to shake off the galling yoke of their oppressors, than the English, ever sympathising with those feelings which result from a sense of the inestimable blessings of liberty, proffered the most generous assistance; and, independently of his duty, as a British officer, we have reason to believe, that Lord Cochrane found himself impressed with the warmest interest, in favour of the patriots of Spain. Certain it is, that he made every exertion in their behalf, that could be made with a single ship; and that he both deserved and acquired the approbation of Lord Collingwood, the commander-in-chief.—In the month of July, 1808, while cruising off Catalonia, he formed the resolution of rescuing the castle of Mongal, which commands an important post between Barcelona and Gerona, from the hands of the French, by whom it had been seized. Accordingly, on the 31st of July, he attacked and carried that fortress; which, as soon as the military stores it contained had been delivered over to the patriots, he destroyed.†

Lord Cochrane next appears off the coast of Languedoc, where, in September, 1808, he blew up, and totally destroyed the newly constructed "semaphoric" telegraphs at Bourdique, la

* *Vide* Naval Chronicle, Vol. XVII. page 167.
† *Ibid.* Vol. XX. page 327.

Pinede, St. Maguire, Frontignan, Canet, and Foy; together with the houses attached, fourteen barracks of the gens-d'armes, a battery, and the strong tower upon the lake of Frontignan.* The telegraphs here mentioned were considered as of the utmost importance to the safety of the convoys accustomed to pass along the coast of France; as, by their signals, they constantly apprised them of the approach of any English cruiser that might appear. Alluding to this service, the commander-in-chief, in his official letter, says:—"Nothing can exceed the activity and zeal with which his lordship pursues the enemy. The success which attends his enterprises clearly indicates with what skill and ability they are conducted; besides keeping the coast in constant alarm, causing a total suspension of trade, and harassing a body of troops employed in opposing him, he has, probably prevented those troops which were intended for Figueras, from advancing into Spain, by giving them employment in the defence of their own coasts." It appears, indeed, from Lord Cochrane's statement, that the comparatively insignificant force which he landed upon this occasion, drew about 2,000 troops from the fortress of Figueras, to the defence of the French coast.

Towards the close of the year (1808) the Imperieuse, with other ships, was employed in the Bay of Rosas, to assist the Spaniards in defending the fortress of that place; and Lord Cochrane, with his accustomed alacrity and spirit, landed, and took upon himself the defence of Trinity Castle, an outwork of the garrison, on which its preservation depended. At that time (November 22) the garrison, which consisted of only about eighty Spaniards, was on the point of surrendering. With this handful of men, joined by a similar number of seamen and marines, from the Imperieuse, Lord Cochrane made the most astonishing exertions; and, on the 30th of the month, when a general assault was made upon the castle, by 1,000 picked men, he drove the assailants back, with the loss of their commanding officer, storming equipage, and all who had attempted to mount the breach.† At length, finding it impossible to resist the overwhelming numbers of the French, the citadel of Rosas capitulated, on the 5th of December; and, as far-

* *Vide* Naval Chronicle, Vol. XXI. page 78. † *Ibid.* page 259.

ther resistance, in Trinity Castle, would have been "useless and impracticable," Lord Cochrane blew up the magazines, and returned to his ship. The gallantry of his lordship, in this instance, did not fail to call forth appropriate praise. "The heroic spirit and ability," says his commander-in-chief,* "which has been evinced by Lord Cochrane, in defending this castle, although so shattered in its works, against the repeated attacks of the enemy, is an admirable instance of his lordship's zeal." One of the Spanish gazettes, too, after noticing, in the handsomest terms, his preceding services, concluded by saying—"It is a sufficient eulogium upon his character to mention, that in the defence of the castle of Trinidad, (Trinity Castle) when the Spanish flag, hoisted on the wall, fell into the ditch, under a most dreadful fire from the enemy, *his lordship was the only person*, who, regardless of the shower of balls flying about him, descended into the ditch, returned with the flag, and happily succeeded in placing it where it was before."†

The last specific service in which we find Lord Cochrane engaged, previously to his joining the Channel fleet, under Lord Gambier, was the seisure of two French ships of war, with a convoy of eleven victuallers for Barcelona, in the port of Caldagues, about the 2d of January.

Respecting the destruction of the French fleet in Basque Roads, so admirably effected by his lordship, we have already expressed our opinion.‡ Howsoever reprehensible Lord Gambier might have been, in not himself attacking the enemy; or howsoever injudicious or improper it might be, in the Admiralty Board, to select a junior officer—one who even had not previously been attached to the Channel fleet—for so important an attempt, passing over many veterans in the service, no censure can possibly alight upon Lord Cochrane. To him all praise is due. If we are to accredit his own statement, as given in evidence by Sir H. B. Neale, on the trial of Admiral Harvey,§ it is not even to be imputed to him, that he solicited the appointment. In a conversation which took

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* *Vide* NAVAL CHRONICLE, Vol. XXI. page 259.

† *Ibid.* page 195. ‡ *Ibid.* page 368.

§ *Ibid.* page 424.

place between Admiral Harvey and Lord Cochrane, on the arrival of the latter in the Channel fleet, respecting the intended attack, Sir H. B. Neale represents his lordship to have expressed himself to the following effect:—"I assure you I did not seek it; I went to town; and in a conversation, either with Lord Mulgrave or the Board of Admiralty, it was mentioned to me that the expedition was composed of bombs and fire-ships, for the purpose of destroying the French fleet in the Isle of Aix. I answered, that it was a service very easy to be executed. I was asked, if I would undertake it. I answered, 'Yes.'"

The plan of the expedition, we believe, was entirely entrusted to his lordship; agreeably, as we have heard, to a proposal which he, some years ago, submitted to the Admiralty Board, for destroying an enemy's fleet at anchor.

With the details of the attack—an attack eminently disastrous to the French—our readers are already so well acquainted,* that it is unnecessary in this place at all to enlarge upon the subject. As far as Lord Cochrane was concerned, it is justly regarded as one of the most brilliant exploits that ever graced the annals of the British navy. "That it failed in destroying *all* the vessels of the enemy," says one of our journalists, "is rather to be ascribed to some mismanagement, *which we are not at liberty to state*, than to any defect of the plan or exertion of his lordship. Had the commander-in-chief," it is added, "been as rapid in coming into action as Lord C. the escape of the enemy would have been impracticable."†

How far the remarks here quoted may be founded in justice, we cannot pretend to say; but we must confess that, when we first perused Lord Gambier's letter,‡ it very forcibly struck us, that an extraordinary time *did* elapse, from the appearance of Lord Cochrane's telegraphic communication, "that seven of the enemy's ships were on shore, and might be destroyed," till the period when the requisite assistance was afforded. "At *day-light*," says Lord Gambier, "Lord Cochrane communicated to me, by telegraph,

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* *Vide* Naval Chronicle, Vol. XXI. page 315, 344, 368, 373, 374, 395, 399, 403, (with a plan of the attack) and 412.

† *Vide* British Neptune, of Sunday, June 11.

‡ *Vide* Naval Chronicle, Vol. XXI. page 346.

that *seven of the enemy's ships were on shore, and might be destroyed.* I immediately made the signal for the fleet to *unmoor and weigh*, intending to proceed with it to effect their destruction. The wind, however, being fresh from the northward, and the flood-tide running, *rendered it too hazardous* to run into Aix Roads, (from its shallow water) *I therefore anchored again* at the distance of about three miles from the forts on the island.—As the tide suited, *the enemy evinced great activity* in endeavouring to warp their ships (which had grounded) into deep water, and succeeded in getting *all but five* of the line towards the entrance of the Charente, *before it became practicable to attack them.*—I gave orders to Captain Bligh, of the Valiant, to proceed with that ship, the Revenge, frigates, bombs, and small vessels, named in the margin (Indefatigable, Aigle, Emerald, Pallas, Beagle, Ætna bomb, Insolent gun-brig, Conflict, Encounter, Fervent, and Growler), to anchor near the Boyart Shoal, in readiness for the attack. *At twenty minutes past two P.M.* Lord Cochrane advanced in the Imperieuse with his accustomed gallantry and spirit, and opened a well-directed fire upon the Calcutta, which struck her colours to the Imperieuse; the ships and vessels above-mentioned soon after joined in the attack upon the Ville de Varsovie and Aquilon, and obliged them, *before five o'clock*, after sustaining a heavy cannonade, to strike their colours, when they were taken possession of by the boats of the advanced squadron."

How far the reasons, here adduced for the delay, may be deemed satisfactory, by a Court of Naval Inquiry, we know not; but, from the suspension of the vote of thanks to the commander-in-chief, &c. intended to be proposed in Parliament, and from Lord Gambier having solicited that an inquiry into his conduct may take place, it is evident that some doubt as to their validity exists. It is said, that, when one of his Majesty's ministers communicated to Lord Cochrane their intention of moving for the thanks of Parliament to the commander-in-chief, his lordship answered, if no other person should oppose the motion, he would rise in his place for that purpose. On being asked, on what ground, his reply was, "The log-book of the Caledonia;" alluding, as it may be supposed, to the proofs which must there appear, of the delay

which had taken place, in the operations of the fleet, subsequently to the display of his signal, already mentioned.

For the welfare and credit of the service, we sincerely hope, that every doubt may be cleared up, to the general satisfaction of the parties more immediately concerned, and of the country at large.

As a special mark of royal favour, in consideration of Lord Cochrane's signal services, in Basque Roads, on the 12th of April, his Majesty was graciously pleased, on the 26th of the same month, to invest his lordship with the honourable order of the Bath.

Hitherto we have confined our narrative to the naval services of Lord Cochrane; but we must now be permitted to contemplate his progress in a senatorial capacity.—In the summer of 1805, after the termination of a successful cruise, he offered himself as a candidate for the borough of Honiton, in Devonshire; where, he had been given to understand, several of the electors were anxious for the return of a wealthy and independent representative. In this attempt—from the lateness, we believe, of his offer—he was unsuccessful, but, at the general election of 1806, occasioned by the death of Mr. Pitt, he again determined to start for the same borough. He accordingly "set out," it is said, "from the port of Plymouth in a true seaman-like style, accompanied by two lieutenants and one midshipman, in full dress, in one carriage;" "followed by another, containing the boat's crew, new rigged, and prepared for action."* This procession entered Honiton amidst the plaudits of many of the electors; who, at the conclusion of the contest, had the satisfaction of seeing their naval favourite returned. We have heard, however, that this *honour* did not cost his lordship less than a thousand guineas!

Whatever might have been Lord Cochrane's wishes, the speedy dissolution of this Parliament prevented him from paying much attention to his senatorial duties; particularly as, during almost the whole of its sitting, he was professionally employed in the service of his country. On one occasion, however—the question which arose out of the discussions respecting Catholic emancipation—he evinced his loyalty by voting in favour of the King.

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* *Vide* Public Characters, for 1809-10.

The conduct of the Fox and Howick party, respecting the Catholics, having rendered a dissolution of Parliament necessary, Lord Cochrane, at the general election of 1807, stood forward as a candidate for the city of Westminster. Accordingly, on the day of nomination, the preliminary forms having been gone through, his lordship leaped out from the hustings, and, standing upon a narrow wooden bar, which separated the constables from the populace, addressed them at considerable length, and with much animation. He observed, that if the electors should not like him when they had heard him, they might reject him at once. He stood upon the footing of perfect independence, unconnected with any person whatsoever. According to his definition of independence, no man could be independent who was brought forward by any party, to vote for or against any particular set of men, without reference to measures: he called Heaven to witness, that he was supported by no party, by no minister whatsoever; and he pledged himself to hunt down plunder, peculation, sinecure placemen, and pensioners, wherever he could find them. He was the friend of his country and its constitution. He was not entitled to speak of his services himself, but he meant to pledge his past conduct and character as a security for the performance of his promises.—The electors, his lordship observed, had been told, that a naval man was an improper person for a member of Parliament; but who, he would ask, was so capable as a naval man, of exposing the abuses which prevailed in the navy, and of promoting their reform? He knew that plunder and terrible abuses prevailed; and it was not in the power of members of Parliament, who had left the service many years, to know them practically, as he did. He was acquainted, from history, with what the constitution was, in times of purity, and he should use his endeavours to restore it to that enviable state.—As to the royal prerogative, he hoped that, should not the King's present ministers act upon a system of economy, and opposition to corruption, his Majesty would once more have the spirit to dismiss his servants with the disgrace which they would deserve.

His lordship, throughout the whole of the election, persisted in his independence, disdaining the idea of coalescing with any of the rival candidates (Sir Francis Burdett, Mr. Sheridan, Mr. Paull, and Mr. Elliott); and, at the close, he was returned, with Sir

Francis Burdett, duly elected.—His procession, from the hustings, was most enthusiastically cheered.

We have only to add, that, in no instance since Lord Cochrane has enjoyed the honour of a seat in Parliament, has he in the slightest degree deviated from that strait forward line of honour and independence, to which, when standing forward as a candidate for public favour, he pledged himself to adhere.—We believe his lordship to be fully and eminently entitled to the praise which is conveyed in the well-known words of Pope—

" An honest Man's the noblest work of GOD!"

HERALDIC PARTICULARS.

Thomas Cochrane, the 8th Earl of Dundonald, a major in the army, and M.P. for Renfrewshire, who died in 1778, at the age of 87, married (1st) Elizabeth, daughter of James Kerr, Esq. of Moris Town, Berwickshire; by whom he had Thomas, who died young, and Girzel, who died unmarried: he married (2dly) Jane, daughter of Archibald Stuart, Esq. of Torrence, in Lanerkshire; by whom he had issue, 1st, Argyle, died an infant; 2, Archibald, the present Earl, born January 1, 1748; 3, Charles, born January 23, 1749, a colonel in the army, killed at York Town, in Virginia, in 1781; 4, John, born July 3, 1750, died in December, 1802; 5, James Athol, born October 23, 1751, rector of Mansfield, in Yorkshire, now living; 6, Basil, born April 22, 1755, formerly in the civil service of the Hon. East India Company, now living; * 7, and 8, Thomas, and George, both died young; 9, Alexander Forrester, born April 22, 1758; knight of the Bath, and rear-admiral in the navy; 10, ————, died young; 11, George Augustus Frederick, born November 20, 1762, M.P. for Grampound; 12, Andrew, born May 24, 1767, also M.P. for Grampound;† 13, Elizabeth, born August 27, 1745, married Patrick Heron, of Heron, Esq. now living

Archibald, the present Earl of Dundonald, married (1st) in October, 1774, Anne, daughter of James Gilchrist, Esq. a captain in the royal navy; by whom he had issue, 1, a daughter, died young; 2, Thomas, the subject of the preceding memoir, born December 14, 1775; 3, James, died young; 4, Basil, lieutenant-colonel of the 36th regiment of foot, unmarried; 5, William Erskine, captain in the 15th light dragoons, unmarried; 6, Archibald, a captain in the royal navy; 7, and 8, Charles, and Thomas, died young; 9, a daughter, died an infant.

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* The Hon. Basil Cochrane, when in India, was distinguished for his hospitality; and, as a proof of his general benevolence, it may be mentioned, that, recently, since his return to England, he has constructed some warm baths, for the benefit of the diseased poor.

† This gentleman, on his marriage with his first wife, assumed the surname of Johnstone.

The late Countess of Dundonald died at Brompton, on the 13th of November, 1784; and the Earl married (2dly) Mary, daughter of ——— Raymond, and relict of ——— Mayne, on the 12th of April, 1788. This lady died, without issue, in December, 1808, and was buried at Balsham Hall, Surrey.

Arms.—Argent a cheveron gules between three boars heads erased, azure.

Crest.—On a wreath a horse passant, argent.

Supporters.—On either side a greyhound, argent, collared, and the line reflexed over the back, or.

Motto.—Virtute et Labore.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

DREADFUL EXPLOSION AT PORTSMOUTH.

BETWEEN 10 and 11 o'clock, on the morning of Saturday, June 24, the town of Portsmouth was thrown into a most dreadful state of alarm and agitation, by the explosion of a quantity of gunpowder on the Point Beach, which had been landed there, with some baggage, belonging to the 8th regiment. The explosion set fire to Mr. Lindegren's Store, broke all the windows, and many of the window frames, of the Star and Garter Tavern, the Union Tavern, Mr. Lindegren's Office, the Navy Post Office, and of upwards of twenty other houses in that street. The number of lives that were lost, and of persons wounded, from the instantaneous nature of the accident, could not be positively ascertained; but are supposed to be about 10. Three soldiers of the 8th regiment, who were standing about the baggage, were killed; four were badly, and five slightly wounded.—One man, belonging to Captain Patton's boat, had his leg broken, and many others were beaten down and bruised.—The upper part of the body of one of the unfortunate sufferers was blown to an amazing height: it went over the houses at the lower end of Broad-street, and struck against the Custom-house watch-house, in Bathing-house square, where it fell a most shocking spectacle, but in such a mangled state, that it could not be discovered whether it was a man or a woman. The body of another sufferer was blown against the front of the Union Tavern, near the chamber windows, where the bricks appear stained with a quantity of blood. The soldier who was guarding the baggage had the barrel of his gun blown out of the stock, and the buttons on his coat torn off, but himself was not hurt. When the explosion took place, which produced the effects described, it was apprehended, that a greater quantity of gunpowder was near the spot, and that other explosions, still more dreadful in their consequence, might be expected. This report, though it proved groundless, it was impossible to deny with any firmness, for it was not generally known that any, or how much, powder had been landed. Almost every person felt himself to be in

great danger; and it was not till the engines had succeeded in subduing the flames of Mr. Lindegren's store-house, that the alarm in any degree subsided.

The cause of this calamity is alone attributed to one of the soldiers' wives, who relates, that she was washing near where the baggage lay, on the beach, when another soldier's wife, who was smoaking, asked her if she would take a whiff.—She did; but, finding the tobacco would not burn, she struck the bowl of the pipe against the pebbles, when a little of the tobacco fell out, and set fire to some few grains of powder that were scattered on the beach; this communicated itself to a cartridge, which flew into a crate of baggage, set some loose cartridges on fire, and (in a moment as it were) communicated itself to a barrel of powder, which blew up. She was stooping down to take up her child, with an intention to make her escape, when she was beaten backwards; her washing tubs, &c. fell upon herself and child, which nearly covered her—and to this circumstance she attributes her preservation. After the cartridges blew up, some of the soldiers who were near, took that circumstance as a warning, and flew from the spot, whilst others were drawn nearer to it, to ascertain the cause, and these unfortunate persons were of the number of the principal sufferers.

PENSIONS TO OFFICERS' WIDOWS.

The following is an abstract of the Act, which was passed in the last Session of Parliament, for the more convenient payment of pensions to widows of officers of the navy:—

"It is enacted, that, from December 25, 1809, the Court of Assistants of the Charity for the Relief of Widows of Officers of the Navy may direct the pensions to be paid to such widows at the place of their residence in any part of his Majesty's dominions, or in any foreign parts, by persons appointed by them to pay the same; and those widows may apply for the pensions, paid by the receiver-general of the land tax, collector of the customs, collector of excise, or clerk of cheque of the district; and the Court of Assistants may order and direct the paymaster to make out two admittance bills, payable by them to such widows, one of which shall be sent to the widow, and the other to the receiver-general, collector, or clerk of the cheque, who shall, on the widow's producing the duplicate, pay her the sum contained therein. The penalty on such persons delaying payment, or taking any fees or discount, is 50l. to be received as penalties under the excise laws.

"On certificate of infirmity being produced, the receiver-general, collector, and clerk of the cheque, are authorized to pay the contents of the bill to the order of the widow.

"*But all assignments, bargains, sales, orders, contracts, agreements, or securities whatsoever, which shall be given or made by any widow entitled to receive pension, shall be absolutely null and void.*

"Letters and packets are to be sent free of postage. Persons personating widows in order to receive pensions, or forging bills or certificates,

are guilty of felony, and may be transported for not exceeding fourteen years.

"Bills and certificates are exempted from the stamp duties."

DEATH OF THE EARL OF SANDWICH.

THE following anecdote was found some years ago, amongst a collection of family papers:—

"Mr. Volubone, father to Mrs. Burrell, of Adstock, in Bucks, being secretary to the Earl of Sandwich, and in the ship with his lordship (the Sovereign) at the engagement with the Dutch in 1672, his lordship said to him, whilst he was putting the George on him, "Now, Vol, I must be sacrificed," meaning to the hatred of the Duke of York, by whose management his ship had no boat wherein to escape at an extremity, and he was engaged with seven or eight Dutch ships, till of 1100 men they had but 80 left; so throwing himself into the sea, he was drowned. They charged him with want of courage in a former engagement, to make him, as he said to Mr. Volubone, expose and lose his life, that he might wipe off the stain. Mr. Volubone first descried the Dutch fleet, and was the last man that left the ship; in consideration whereof, when he brought his master's George to King Charles II. he gave him a place of 600l. per annum, which he enjoyed all his reign. Mr. Volubone swam two hours before he was taken up by Sir Edward Spragge."

DREADFUL FATE OF SEVEN ENGLISH SAILORS, IN THE WEST INDIES.

HORRIBLE was that tragedy (says one of our old writers) which the West Indies beheld in the persons of seven Englishmen; the relation of which take as followeth:—The afore-mentioned seven being in St. Christopher's Island, had prepared themselves for a voyage of one night, and had taken with them provision for no longer a time; but a tempest intercepted their return, and carried them off so far into the sea that they could not return home in less than seventeen days; in which time they were so sparing of their one night's provision, that they made it serve them to the fifth day; that past, they must wrestle with mere famine, which was so much the more grievous to them, in regard the sun was extremely hot, that dried up their parched throats, exhaling the saltness from the troubled sea. They had now little hope of retrieving themselves from their woeful situation; and were therefore forced to cast lots amongst themselves to see whose flesh and blood should satisfy the hunger and the thirst of the rest. The lot fell upon him who first gave the counsel; who was not only unaffrighted at this hard fortune, but encouraged the rest, who had a kind of horror as to what they were about: he told them, that "fortune was a favourer of the bold; that there was no possibility of escape, unless they immediately stayed their flying life by human flesh; that for his part he was well content, and that he thought himself happy he could serve his friends when he was dead." With such words as these he so persuaded them, that one (drawn out by lot also) cut his throat; of whose carcase each of them was so desirous of a

piece, that it could scarcely be divided so quickly. They fell to the flesh with eager teeth, and sucked out the blood into their thirsty stomachs. One only was found amongst them, who, being nearly related to the dead person, resolved to endure all things rather than pollute himself with the blood of his friend; but the next day his famine drove him into such madness, that he threw himself overboard into the sea. His associates would not suffer so delicate a repast as his carcase to be so unreasonably snatched from them. But his madness had already so vitiated his blood and the flesh all about his veins, that in the whole body there was scarcely any thing found fit to eat, save only his bowels. At last it pleased God to shew them mercy in this their wandering and distress, and brought their small ship to the isle of St. Martin, in which they were kindly received by the Dutch garrison, and sent back to the rest of their friends, where they had scarcely set foot on the shore, but they were accused of murder; but inevitable necessity pleading in their behalf, they were set free by the magistrate.

SUFFERINGS OF AN ENGLISHMAN, IN ONE OF THE SCOTCH ISLES, IN THE YEAR 1610.

In the year 1610, one Pickman, a Fleming, coming from Drontheim, in Norway, with a vessel laden with boards, was overtaken by a calm, during which the current of the sea carried him upon a rock or little island towards the extremity of Scotland: to avoid a wreck, he commanded some of his men to go into the shallop, and to tow off the ship. Coming near the island, they saw something which was more like a ghost than a living person, a body stark naked, black and hairy, a meagre and deformed countenance, and hollow and distorted eyes; he fell on his knees, and joining his hands together, begged relief from them; which raised such compassion in them, that they took him into the boat. There was in all the island nor grass, nor tree, nor aught whence a man could derive either subsistence or shelter, besides the ruins of a boat, wherewith he had made a kind of hut to lie down under. The man gave this relation of himself:—"I am an Englishman; and a year ago or near it, being to pass in the ordinary passage boat from England to Dublin, the boat was taken by a French pirate, who being forced by a tempest, which immediately arose, to let go the passage-boat, left us to the mercy of the waves, which carried us into the main sea, and at last split the boat upon the rock where you took me in. I escaped with one more into the island, where we endured the greatest extremities. Of some of the boards of our boat we made the hut you saw: we took some sea-mews, which, dried in the wind and sun, we ate. In the crevices of the rocks on the sea side we found some eggs; and thus we had as much as served to keep us from starving. But our thirst was most insupportable: for having no fresh water but what fell from the sky, and was left in certain pits which time had worn in the rocks, we could not have it at all seasons; for the rocks lying low, were washed over with the waves of the sea. We lived in this condition six weeks, comforting one another in our common misfortune, till being left alone, it began to grow insupportable to me. For

one day awaking in the morning, and missing my comrade, I fell into such despair, that I had thoughts of casting myself headlong into the sea. I know not what became of him, whether despair forced him to that extremity, or that looking for eggs on the steepy side of the rock, he might fall into the sea. I lost with my comrade the knife wherewith we killed sea dogs, and the mews, upon which we lived; so that not able to kill any more, I was reduced to this extremity, to get out of one of the boards of my hut a great nail, which I made shift so to sharpen upon the rock, that it served me for a knife. The same necessity put me upon another invention, which kept me last winter, during which I endured the greatest misery imaginable. For finding the rock and my hut so covered with snow, that it was impossible for me to get any thing abroad, I put out a little stick at the crevice of my hut, and baiting it with a little sea-dog's fat, I by that means got some sea-mews, which I took with my hand from under the snow; and so I made a shift to keep myself from starving. I lived in this condition and solitude above eleven months, and expected to end my days in it, when God sent you here to deliver me out of the greatest misery that ever man was in."

The seaman having ended his discourse, the master of the ship treated him so well, that within a few days he was quite another creature: he set him ashore at Derry, in Ireland, and saw him afterwards in Dublin, where such as had heard what had happened to him, gave him wherewithal to return into England.

RUSSIAN COMMERCE.

From a very interesting work, written by Count Romanzow, entitled, "State of the Commerce of the Russian Empire, from 1802 to 1808," we learn that in 1803, the value of foreign commodities imported into Russia amounted to 55 millions of rubles, and the exports to 67 millions. The duties exceeded those of the preceding years by 110,000 rubles. In 1804, owing to the difficulties of commercial speculations, the imports were *minus* six, and the exports three, millions of rubles. Even then the balance in favour of Russia, which in 1803 had been 21,590,968 rubles, still amounted to 9,517,440. In 1805, notwithstanding the almost total stagnation of trade, the imports exceeded those of 1804 by six millions; and the exports by thirteen and a half millions; and the balance in favour of Russia was twenty five and a half millions of rubles. The number of ships which arrived at, and departed from the Russian ports during that period, was as follows:—

	Arrived.	*Sailed.*
In 1802	3,730	3,622
1803	4,135	4,157
1804	3,478	3,471
1805	5,032	5,035

How large a proportion of these were English may be judged, from a comparison with the year 1808, when the number of ships trading to the ports

of Russia was—arrived, 996—sailed, 926. The exchange on Hamburgh, which in 1802, and 1805, had sustained itself from 23 to 27½, and 29, fell in 1808 to 15 and 16.

HINT TO DICTIONARY TRANSLATORS.

By way of companion to the specimen of Sicilian English in our last Volume (page 460) a lively correspondent has sent us the card of a coffee-house at Palermo, much frequented by the English officers, couched in the following terms:—

"In Centorinara's Street, No. 98, at Palermo, there is the coffee-house of Columba, of Mr. Francis Geraçi, whereto every body can go and breakfast, being also able to bespeak whatever he wants for dinner, supper, and every kind of ice, for he will be served immediately with the utmost politeness and decency."

DESPERATE ACTIONS.

Extract from the London Gazette of December 2d, 1678.

From on board the ship Concord, commanded by Captain Thomas Grantham, November 12, 1678:—

"On the twenty-fourth past, in the night, being in the latitude of 48 deg. about one hundred and twenty leagues from the Land's End of England, we met with three sail of ships, and a small bark, one of which proved to be the Admiral of Algiers, a new frigate, of 48 guns, called the Rose, and commanded by Canary, a Spanish renegado; the other two Virginiamen, the one of Plymouth, the other of Dartmouth, and the bark of Ireland. The Algerine hailed us in English—From whence? We answered from London; he told us he was the Rupert frigate, and commanded our boat on board, which our captain refused, knowing it could not be the Rupert. The Turk kept company with us all night, which gave us some time to fit our ship, and get our boats out; when it was light, he put abroad his bloody flag at main-top-mast head, fires a gun, and commands us to strike to the King of Algiers, and to Admiral Canary.

"We gave him a '*What cheer ho!*' he comes up with us, and passes his broadside upon us, having thirteen guns on a side of his lower tier: we returned him as good a salute as we could; he steered from us, falls astern, loaded his guns with double head and round partridge, and then came up again with us, claps us on board, grapples with us on the quarter, and made fast his spritsail-topmast to our main-bowlines, our main-sail being furled. After two or three hours dispute, finding he could not master us, he cut away our boats, and fires us on the quarter, and our mizen-yard being shot down, fired our sail, which burnt very vehemently, and immediately set all the after-part of our ship on fire. Our captain kept the round-house and cuddy, till the fire forced him to retreat, all that were with him being killed and wounded, and being got down into the great cabin and steerage, he sallied out with those that were there, with a resolution rather to be burnt than taken.

" In the interim, the Turk's foresail hanging in the brails over our poop, took fire; then he would fain have got clear of us, but we endeavoured to keep him fast, and as many as run up to cut him clear, we fetched down with our small shot, until his sails, masts, shrouds, and yards, were all in a blaze; then we cut loose, and immediately his mast to the deck went by the board, with many men in his top, and his bloody flag; several of the men betook themselves to their boat, but at last they overcame the fire, as, thanks be to God, we did likewise on board our ship, having our mizen-mast burnt by the board, and all the after-part of our ship burnt; there was little or no wind.

" The Turk got out his oars, and rowed till he was out of fear of us; had it pleased God we had had a gale, we should have released many Christians; we had not leisure to save any Turks, but preserved one Nicholas Humfries, formerly a mate of a ship, who had been in slavery thirteen months, from whom we understood that the day before, this Canary had in company with him three Algerines more, one of thirty-four guns, the other of thirty, and the third of twenty-eight; that their design was to cruise between the Land's End and Ushant, and that they parted in chasing certain ships; that there are twenty-four sail of them abroad, most of them out of the Streights. There being but little wind, the Algerine and we kept in sight of each other all that day and the next morning, and then it proving a small gale, and having an account from the said Humfries of the three other Algerines, we steered away our course for Virginia; but that day, viz. the 26th, about two in the afternoon, we saw a sail ahead of us, standing with us; we fitted our ship, and when he came near us, he proved one of the three ships above-mentioned, viz. that of thirty-four guns, we stood with him, upon which he fills and runs from us, we chased him till sunset, then stood away our course, and saw no more of him. We had killed and wounded on board of us in the action with Canary 21 men, but of the Turks, according to the account from aboard them, at least 70 or 80 are killed."

CORRESPONDENCE.

MR. EDITOR,

IT was with no slight portion of surprise, that I perused, in your last Volume,* a most furious phillipic against " coffers, rockets, infernals, fire-devils, catamarans, &c." by a correspondent, who signs himself F. F. F. This gentleman has certainly contemplated the subject of which he treats through a very distorting and confused medium. In the first place, he most absurdly confounds Congreve's rockets with the coffers, catamarans, &c. he might as well have gone farther back, and have objected to the use of gunpowder, of cannon, of musketry, and of every other engine or weapon of an explosive nature, in the prosecution of warfare.—I am willing to

* *Vide* page 408.

admit, that catamarans, or coffers, as they have been repeatedly described, ought never to be resorted to, but for the accomplishment of some great and important purpose, and when all other means should be considered as inadequate; for the primary object of war is not to slaughter our fellow creatures; and, when the energies and resources of the enemy can be impaired, by any other mode, humanity requires that the sacrifice of blood shall be spared. But the objection against catamarans and coffers—machines which are understood to be employed in the darkness and silence of night, against a helpless and unsuspecting enemy—applies not to rockets, or to any other species of explosive weapon now in use; for, so far from their increasing the number of slain, they have a tendency to shorten the contest, and thus to spare the effusion of blood. More or less, this is the general tendency of the use of gunpowder, cannon, fire-ships, bombs, grenades, &c. as history will incontestibly prove, that the numbers slain in battle, either upon land or on the ocean, since the invention of gunpowder and artillery, have been small and inconsequential, when compared with those which were accustomed to be destroyed, by mere missile weapons.

Your correspondent, with some ingenuity, but more sophistry, has said a great deal about the ills which have resulted, or which may result, from the discovery of a passage to India, round the Cape of Good Hope; from the discovery of South America; from the lighting of our streets with inflammable gas; from the multiplication of canals; from the opening of a coal mine in the neighbourhood of London; from the fabrication of cottons without labour or expense, &c. but in this heterogeneous classification, there is even less fairness, than there is in his jumbling together all the pyrotechnic machines, which have been, or may be invented. The discovery of a nearer passage to India, and of the gold mines in South America, were, each of them, pregnant with advantages—not only apparent, but real; and weak indeed must have been that government, or those individuals, who, from the fear of a *possible* evil, should have refused to embrace a *positive* good. The formation of canals, and the opening of a coal mine in the vicinity of the metropolis, are different. No new canal can be cut, without the previous sanction of the legislature, which may be presumed competent to decide, whether the project be likely to prove advantageous, or the contrary, to the community at large; and, as to the opening of coal mines near London, it has for centuries been considered such a *positive* evil, were it to be permitted, that, though Blackheath, and other spots, are supposed to abound in this useful fossil, of a superior quality, an act of Parliament has been long in existence, prohibiting the sinking of a coal shaft within a certain distance from the metropolis.

The use of rockets, then, as to the evils which *possibly* may result from it, can be compared only to the discovery of a short cut to India, and of the gold mines in South America; and I must confess, that the *possible* evils of the former are as much out of sight—at least to my confined vision—as those of the latter formerly were; while, comparing little things with great, the *positive* good which must arise from the use of rockets, is equally obvious with that which, it was evident, would accrue from the nautical discoveries just mentioned.

It is well known, that, in the late attack upon Copenhagen, the reduction of that place was materially facilitated by the alarm and confusion which were excited by Congreve's rockets; and, consequently, many hundreds of lives, which must otherwise have been sacrificed, were spared. It would be a fallacious species of philanthropy which could object to the Archduke Charles's recent employment of fire-boats, to destroy Buonaparte's bridges on the Danube, on the ground, that some men or horses might be sacrificed by the act; not considering that, as proved actually to be the case, the measure might preserve the lives of many thousands of the Archduke's soldiers, and decide the fortune of the day against the enemy.

Lord Cochrane's late exploit in Basque Roads must be considered as very different from the achievement of a midnight incendiary: it must be obvious to every one, that, with very slight risque to ourselves,* we inflicted an almost irreparable injury on the enemy, *though not by destroying his men.* No battle could have been fought, in which either the victor or the vanquished would have sustained so slight a loss of human life. This, therefore, without going farther back, is an ample illustration of the position, that gunpowder, fire-ships, bombs, rockets, &c. by shortening warfare, tend to spare blood; and, consequently, does away all the specious and mock-philanthropic sophistry of F. F. F.

I have troubled you with these remarks, Mr. Editor, not much in the hope of convincing your Correspondent of his errors; but rather in the wish of dissipating an unfounded and injurious prejudice, which some people seem to entertain, respecting the adoption of explosive machines against the enemy.

I am, &c.

H.

P.S. I ought to have added, that, admitting the French, or any other nation, may acquire the art—which no doubt they will—of constructing and discharging rockets with the same facility as the English, the main arguments which I have advanced in their favour can lose none of their force; for, *still the contest will be shortened by their use.* An inference to be drawn from this remark is, that the '*prudence*' of the English government, in adopting them, is by no means implicated.

"Rien n'est beau que le vrai."

Boileau Despreaux.

MR. EDITOR,

I HAVE lately received the fourteenth Volume of the NAVAL CHRONICLE, wherein I find, page 280, the following anecdote of a distinguished naval character, extracted from the 155th page of Carr's Northern Summer:—

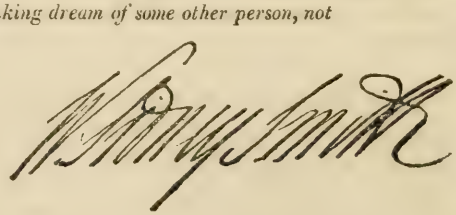
"Being sent, some years since, on shore upon the Irish coast with a brother officer, who is now holding a deservedly high situation in the ser-

* In killed, wounded, and missing, from the 11th to the 14th of April, we only sustained a loss of 46 officers and men.

vice, to look for some deserters from their ship, after a long, fatiguing, and fruitless pursuit, they halted at a little Inn to refresh themselves: having dined, Sir Sidney on a sudden became silent, and seemed lost in meditation: "My dirk for your thoughts," exclaimed his friend, gently tapping him on the shoulder; "what project, Sidney, has got possession of you now?"—"My good fellow," replied the young warrior, his expressive countenance brightening as he spoke, "you will no doubt suppose me a little disordered in my mind, but I have been thinking that, before twelve years shall have rolled over my head, I shall make the British arms triumphant in Holy Land." We need not knock at the cabinet door of St. Cloud to know how splendidly this prediction was verified."

I am aware of the caution to be used in disturbing the irritability of authors, or of damping the pleasure of readers by depreciating the currency of a travelling tale, or spoiling a "devilish good story:" but *magna est veritas.* I must therefore inform you, that not having had the good fortune, like the Earl of M. to wait for the appearance of My Pocket Book before I ventured upon the purchase of that "ryghte merrie and conceitedde worke" first mentioned, I am the holder of a copy that was laid before Sir S. S. with a query as to the authenticity of the juvenile prophecy therein attributed to him: which that officer, with his usual promptitude, answered by immediately writing in the margin—

"*29th December*, 1805. *S. S. never was in Ireland in his life. The author has recorded the waking dream of some other person, not*



As you have in the laudable design of gleaning amusing as well as instructive matter for your readers, given fresh currency to a foolish fiction, I claim from your regard for truth, the same publicity for this commentary that you have granted to the objectionable text. I am, Sir,

Your well wisher,

"*Dover*, 1*st June*, 1809. PHILADELPHUS.

CAPE FRIO.

MR. EDITOR,

The following remarkable difference in determining the latitude and longitude of that noted landfall Cape Frio, on the coast of Brazil, as stated in distinct parts of the Naval Chronicle, may prove detrimental to navigators, if not corrected through the medium of the same publication: for which reason I beg leave to point it out to the notice of some of your

scientific correspondents. Vol. XIV. page 243, contains a table extracted from Lindley's narrative of a voyage to Brazil, &c. wherein Cape Frio is marked 22 deg. 54 min. S. and 41 deg. 35 min. W. Whereas, in Vol. XXI. page 43, Tim Weatherside, in an article, *ad hoc*, makes that promontory 23 deg. 2 min. S. and 49 deg. 59 min. W. being an error of 8 min. latitude, and of no less than 9 deg. 59 min. longitude.—*Quære*, on which side does the error lie?

AMERIGO VESPUCCI.

ON NAVAL IMPROVEMENTS.

MR. EDITOR, *London, July* 15, 1809.

THE letter I addressed to you on the subject of catamarans, coffers, &c. has, I am most happy to hear, had the good effect of rousing the reflection of your naval readers, to the inhumanity as well as impolicy of resorting to such abominable expedients.

This is well, let this sort of reflection go on, and I will venture to predict, that the time is not far distant, when the public shall turn with indignation from the perusal of paragraphs like these, "In addition to Shrapnell's shells and Congreve's rockets, another new, and by every account more destructive engine for the *demolition of ships*, was lately presented to the Ordnance Board by Captain Ouseley, of the Foreign Depot. On Saturday a thunder and lightening machine was exhibited at Woolwich to a vast number of general officers of artillery and engineers, which completely succeeded in shivering to pieces a mast erected for the purpose." Now, who, Sir, on reading this paragraph in our daily papers could possibly suppose that these general officers of artillery and engineers were the general officers of artillery and engineers of a nation whose very salvation has so long been acknowledged to depend on the power and *preservation of its ships*. Would not one a great deal sooner suspect, that they were the general officers of artillery and engineers of France, so much interested in the *demolition* of our navy; or of America, whose commerce at the first threat of war with this country was hastily secluded from every branch of the ocean? Sure I am, that no one but a bedlamite could believe they were the general officers of England, unless indeed, we suppose them anxious for the demolition of our ships, that they may have the honour of contesting on British ground the palm of victory with Buonaparte. Yes, this may do, and this is the only plausible reason that can be assigned; but, as I have said, with people who have a different feeling, the time is not far distant when such paragraphs shall be read with indignation, and our naval heroes, ashamed of their disgraceful aberrations, will return with double relish to the good old path of *round* and *grape*—round and grape that have raised us to the exalted pinnacle on which we stand. But while I rejoice at so successful a commencement of my hopes, it is impossible not sincerely to regret, the strange construction put by some persons on the tendency of my endeavours. It has been strangely supposed that I am a volunteer advocate in the cause of ignorance, and an enemy to the remuneration of genius! Good God!

what a strange misapprehension! Because I do not approve of fostering inventions that may sap the foundation of our greatness: because I would for ever stifle every suggestion of destruction, founded on resources more congenial to the character of our enemies than to our own, or because I professedly abhor that diabolical species of warfare, which tends to subvert the moral character of our national courage and glory, am I therefore to be ranked among the men whose narrow souls are incapable of appreciating the advantages of improvements? God forbid! for I see too well what has been done at home by our manufacturers, ever to censure the encouragement of beneficial suggestions; and I see in common with the world too much of what has been done by improvements among the enemies of Europe, ever to become the advocates of men, who would shut out talents, and spread abroad repression. As I am extremely anxious on this head to be understood, I shall take the liberty of selecting as an example, the invention of Captain Cowan, (which has been often mentioned in your work) and of the *practical* merits of which I profess myself to be totally unacquainted. The invention of that gentleman, I think, proposes, to enable mariners to reef their sails, without lowering or clewing them up; here then, if it succeed, is a very great advantage obtained, and one that is intimately connected with humanity. Supposing the practicability ascertained, it is evident that the lives of thousands in the course of time may be saved, and what should enter into the calculation of every statesman, a proportionable share of property. In this invention we see no advantages on our side that may ultimately be employed with superior effect by the enemy—we see nothing that an enemy can gain which he does not gain in common with mankind. Here then, I say, is an invention deserving of patronage, and most happy am I to see, by Captain Cowan's own confession, that the Admiralty or Navy Board have liberally allowed every captain to have these sails on application; respecting the remuneration made to him, I am no judge, it may be above or below his expectation; but one thing surprises me, and that is the tone of complaint which in the face of the encouragement just alluded to, he has thought himself justified in assuming. Surely it becomes Captain Cowan to be more explicit? He is, I am told, a man of honour and genius, and could not possibly hint at such discouragement as he does, without being grounded in a right to complain. Something too has been hinted on the case of Captain Cartier—why have recourse to hints? Every man who is injured has a right to complain; it is the privilege of a British subject, and he has a British public for his auditors, who will impartially judge of his pretensions and his wrongs.

But while they do him justice in their minds, the accused have an equal right to be heard. It is in vain that hints and complaints are thrown out to their prejudice unless something specific is urged, and while only men of sanguine minds are the complainants, it behoves the public to be particularly on their guard, and it equally behoves the complainants to bring forward *specific* proofs, if they wish that their complaints in future should either be *feelingly* heard, or nationally recorded.

F. F. F.

NO distinct narrative of the siege of Acré having been yet published, we are glad to contribute towards the materials for a history of that operation, by giving the following copy of a letter from a petty officer on board the senior officer's ship of our squadron, in the Levant Seas, to his friends in Kent.

Tigre, off St. John of Acré, on the Coast of Syria, Sunday,
DEAR BROTHER, *April 28th*, 1799.

I embrace with the greatest pleasure the earliest opportunity since our departure from Constantinople, of acquainting you I am in good health, and extremely happy, hope you, brothers, sisters, and family, are the same. We sailed from Constantinople the 19th, of February, after a stay of two months at that place (which I have no time to give you an account of, as I have but a very short notice of the ship's sailing, by which I sent my letter;) we arrived at Rhodes the 26th February, and after compleating our wine, wood and water, we sailed for Alexandria, to take our station off that place, where we arrived the 3d of March; after cruizing off there a week, we sailed for St. Jean D'Acre, having received intelligence that the French army, commanded by General Buonaparte, were marching towards that place from Grand Cairo; we arrived at Acre the 16th. of March; on the 18th, the French army came round Mount Carmel in the night, and encamped near the Town of Caiffé, about 9 miles from Acre, and the next day took possession of the Town; on the 19th, we slipt our anchors, and gave chase to 10 sail of French gun boats, that were coming round point Carmel, laden with cannon, ammunition and provisions, for the French army, and just before dark, we captured 7 of them, the other three escaped with a polacre ship; had not night have favoured them, we must have taken them all. On the 21st, the gun boats (our prizes) were sent off the Town of Caiffé, to bombard the Town, and cover our boats in cutting out four small vessels from under the walls, and after bombarding the town from four in the morning till four in the afternoon, the boats were sent in to cut out the vessels, and as soon as they had got within pistol-shot of the walls, the enemy, about 2000 in number, opened a very heavy fire of musketry from behind the walls, through the loop holes; our boats returning a brisk fire for some time; but by the time they had cut one cable of each vessel, we had scarce men left to row the boats off; the launch having nearly all her crew either killed or wounded, drove on shore, and was taken; we had a master's-mate, and three midshipmen killed, a number of men killed, wounded, and taken prisoners, 34 in the whole: some have since died of their wounds. The next day we sailed in quest of the other gun boats and polacre that escaped, leaving our gun boats to defend Acre, which the French had laid siege to, and after cruizing as far north as Tripoli, we returned to Acre without finding them; in our way back to Acre, we took a polacre ship off Tyre, laden with provisions, for the French army, but have since lost her, with one of the gun boats, in a gale of wind, the crews were

saved, one man excepted; on our return, the French were still besieging Acre; they have now laid before it 5 weeks, but there is no greater probability of their taking it than at first; this is the only place the French have met with any resistance, owing entirely to the English being here; we learn by deserters, that the French army are in a most miserable situation, we therefore expect they cannot hold out much longer; there is a great army of Turks expected here daily from Jerusalem, which is about thirty miles from here; our duty falls very hard at present, as we are under the enemy's batteries, day and night, in our boats, which, with the gun boats, have been the greatest annoyance to them. I am happy to say we have not had a man hurt in our boats here, though frequently within pistol-shot of the batteries; the enemy has lost a number of men, before this place, in different sorties, made by our seamen, marines, and the Turks.

I am extremely sorry to add the death of Edward Morris, which you will have the goodness to acquaint his friends of; he was wounded the 20th of April, in the afternoon, in the trenches before Acre, by a grape shot from one of the enemy's batteries: he departed this life the next morning, about 9 o'clock; he lived about 16 hours in the most excruciating pain, which he bore with the greatest Christian fortitude: he retained his senses to the last moment, and expired without a groan: he was wounded in the left side, his bowels were torn in a most shocking manner; he was interred on the morning of the 23d with all the honours of war: you may likewise acquaint his friends, that as he died without a will, his cloaths will be sold, it being the custom in the navy.

Pray give my kind love to my brothers and sisters, uncles and aunt, and remember me to all friends; remember me to M. and M. tell them I should have wrote, but have had no opportunity; shall be glad to hear from them; shall be happy to hear from you the first opportunity.

I forgot to mention the treatment of the Turks to the French; they make no prisoners, but cut off their heads, dead or alive, which they bring in to the Governor, for which they receive a premium of 15 Zequins; their bodies are thrown over the walls, and mangled by the dogs in a most shocking manner, which live upon the bodies.

I remain, dear M.

Your loving Brother,

E. M.

STATE PAPERS.

ALL the pieces published by the several authorities civil and military in Spain, have been circulated with profusion in South America by the English admiral, commanding in those seas, and are understood to have produced the effect that was to be expected.

The Princess of Brazil, and her cousin the Spanish Prince who followed

the court of Portugal,* have thought it advisable to publish joint and separate protests against the usurpation of the Buonaparte family, in prejudice of their rights as next heirs to the crown of Spain, with a view in every event to secure the succession to those parts of the Spanish possessions which are beyond the rapacity of Napoleon. These pieces form materials for the history of the times too valuable for us to neglect giving them a place in this collection, translated from the original Spanish as literally as the idiom of the languages admits.

I.

JUST CLAIM,

Addressed by the representatives of the royal house of Spain, Dona Carlota Juaquina de Bourbon, Princess of Portugal and Brazil, and by Don Pedro Carlos de Bourbon y Braganza, Infante of Spain, to the Prince Regent of Portugal, to the end that H. R. H. shall vouchsafe to take into consideration, to protect and preserve the sacred rights of their august house to the throne of the Spains and Indies; which throne the Emperor of the French has obtained possession of by means of an abdication and renunciation, extorted by the most atrocious and detestable violence from the hands of the King, Don Carlos IV. and their R. R. H. H. the Prince of Asturias, and the Infantes Don Carlos, and Don Antonio.

MEMORIAL.

The unhappy tidings received from Spain, concerning the occupation of the capital and the principal military posts by the French, declared enemies of the crown of Portugal, and no less hostile by their conduct to that of Spain, afflict us the deeper, because we must therefrom prognosticate the enslavement of the faithful and generous Spanish people, and consequently the ruin of the throne of our ancestors.

The irregular conduct of the Emperor of the French, and the unjust proceedings of his generals and other ministers, have for some time afforded us ample motives for manifesting to the world the just resentment which we have from prudential reasons hitherto smothered in silence: considering that the aid of our voice was not requisite to demonstrate the reason and justice of our cause, outraged by the despotism of absolute and arbitrary power: till at length, being informed of the perfidy by which, under the mask of an amicable conference, the King, chief of our house, and all the members of our family in Spain, were persuaded to place their persons in the hands of him who menaced their rights, ours, and those of all the vassals of the King of the Spains—the perfidy by which they were first constrained to subscribe formal acts of abdication and renunciation, and were then individually conducted out of the kingdom, to be buried in those places already stained with the blood of other members of our royal family, we, full of horror at such attempts, deem it our duty to implore the aid of your R. H. as our guardian and immediate natural protector; supplicating

* See NAVAL CHRONICLE, Vol. XXI. page 381.

your succour against the propagation of this usurping system that absorbs the states of Europe one after the other; beseeching your R. H. to employ your power and influence in favour of our house, so that we may thereby be enabled (as the nearest relations of the King) to preserve his rights, and with them secure our own: combining the Portuguese, Spanish, and English forces, to hinder the French from practising with their armies the same violence and subversion that they have committed over almost the whole extent of Europe.

Your R. H. in consideration of the state and situation in which our respective father and uncle, together with the rest of the family of our august house of Spain, are placed, cannot but approve of this our proceeding: a proceeding founded on the principles and fundamental laws of the Spanish monarchy, from which we shall never separate ourselves: a proceeding authorised by the incontestible principles of divine and natural justice, and which as such we hope will merit the approbation of our beloved uncle the King of the two Sicilies, that of his royal family, and that of all the personages interested. We consider this step we are taking as expected of us by the members of our unfortuna e and unhappy family, who are in a state of restraint, oppressed by force, and what they surely feel most painfully, separated from the bosom of their much loved vassals, [*vassalos*] the faithful, the constant, the generous Spaniards.

Such is the idea which we conceive our well beloved brothers and uncle meant to convey, when, after describing the entry of the French troops and their superiority in number, they use these expressions:

"*In this state of things, their R. R. H. H. reflecting on the situation in which they are placed, and the delicate circumstances in which Spain is equally placed, and considering that in such a crisis every attempt on the part of the Spanish people for the recovery of their rights would prove more ruinous than advantageous, and have no other result than causing rivers of blood to flow, and at least occasioning the indubitable dismemberment of the greatest part of their provinces, and of the whole of the colonies beyond sea, &c. &c.*"

This mode of expression appears to us to offer evident proofs: first, of the compulsion that has been exercised to make those princes write, without allowing them to write their own sentiments: secondly, that in case Spain was not placed in such circumstances as are therein described, they would not deem useless an effort of the inhabitants to recover their rights: and thirdly, that when this should follow with respect to the colonies they would be lost [to the mother country]. In these words we perceive a tacit, though very clear insinuation, addressed to ourselves and to such of their most faithful countrymen, as are still at liberty, that we should by unanimous consent endeavour to defend and preserve their rights.

We are also in the firm persuasion, that such will be our Sicilian uncle's way of thinking, and equally that of the other members of our royal family, and of all our countrymen who remain free, and at a distance from insult and oppression.

Rome, the depository of our holy religion, is again insulted, and subjected to the arbitrary power that disturbs the whole of Europe. In vain does his

holiness protest against the exile of their eminences the cardinals; in vain does he order that they remove only when obliged by violence: he has no other resource but complaint and lamentation; as we see in his declaration signed by the most eminent Cardinal Doria-Pamfili, that "*such acts manifestly tended to subvert and destroy the power of the church.*"

As for us, we deem ourselves happy in being on this side of the Atlantic, neither in a state of subjection, nor liable to it, if, laying aside all party spirit, we cultivate that perfect union and alliance whereby community of sentiment will consolidate those resources that are capable of forming a respectable force, sufficient in itself to resist whatsoever invasion, and to secure our interests, our liberties, and our lives against French ambition.

We cannot for a single instant doubt of the loyalty and love that the inhabitants of the Americas have at all times shewn towards our august house, and more particularly to our much honoured father; for whom in recent times they have sacrificed their lives and fortunes, and given the greatest proofs of fidelity. With this knowledge, and certain that the misfortune of our family will have saddened the minds of those who have always interested themselves for the conservation of our rights, we hope, that by means of the interference and help of your R.H. it may be practicable to realise a perfect alliance with the King of the Spains' subjects in America; and by that just and salutary measure frustrate the enemy with ease, as well as avoid those civil dissentions which continue too frequently to be excited between the subjects of the two kingdoms, of which the consequences are always more or less fatal.

In order to realise these our just and sound intentions, we are desirous of a secure opportunity for communicating them to the respective tribunals, and other legitimate depositaries of the authority of our Lord the King; which we would in no wise alter or diminish, and which can be preserved and defended only by freeing it from the power of France. To which end we hope that your R. H. will interest yourself with the admiral of our strong and powerful ally the King of Great Britain, that he may so order and dispose of the forces under his command, as without weakening the defence of your R. H. and of the Brasilian coasts, to contribute to that of the shores of the River Plata, and the other dominions of Spanish America, without in any way prejudicing the navigation and commerce between the inhabitants of those parts, and this or the other ports of this principality; the protection for which trade we doubt not will be immediately confirmed by the generosity of the K. of G. B.'s noble character, and that of his powerful nation.

Lastly, we request your R. H. to place at our disposal all the means which may be necessary for us to communicate our intentions to the chiefs, tribunals, and civil as well as ecclesiastical authorities, in which dwells the authority of our august Lord the King, and to whose loyalty are committed the rights of our royal house, which we desire to support inviolate during the continuance of those misfortunes with which French ambition has afflicted the royal family of Spain.

Written in the palace of Rio de Janeiro, 1st August, 1808.

(Signed) The Princess DONA C. J. DE BOURBON.
The Infante DON P. C. DE BOURBON Y BRAGANZA.

II.

REPLY

Of H. R. H. the Prince Regent of Portugal, to the memorial of their R. R. H. H. the Princess of Brazil and the Infante of Spain, Don Pedro Carlos, imploring his protection and help to sustain their rights, and to preserve those of the King of Spain, and other members of the royal family, seized and conducted with violence to the interior of the French empire.

[*** Translated from the Spanish version printed at Rio Janeiro: the original being in the Portuguese language.]

Your Royal Highnesses render me justice when you judge me disposed to support your rights, and the rights of those Spaniards who are faithful to the crown and to their country. In the manifesto which I published since my removal to this continent, I might have shewn a just resentment at the conduct of Spain, in permitting the transit of the French troops, and joining them to invade Portugal: but I suppressed those sensations, and sought rather to do justice to the sentiments of reluctance the faithful Spaniards must have felt in being made the instruments of an act so contrary to the interests of their princes, and the security of their own country. I then preserved the greatest confidence that a time would come when we should be united as allies for mutual defence against the excess of such multiplied aggressions.

I now judge, like your R. R. H. H. that the time is come for that union to operate against a common enemy. And I hope that, in concert with my allies, (amongst whom ought to be comprised Sicily; and so consider itself) we shall be able to oppose a barrier to the extension of those conquests France may undertake against us. At least I will do all that shall depend upon me to effectuate this salutary combination and alliance which your R. R. H. H. have proposed to me. And I wish the American Spaniards, knowing that we are of one accord on the great necessity of protecting them, to unite their resources with our forces, in order to give full and entire effect to my intentions for procuring them that peace and prosperity of which their position renders them capable and susceptible of the fullest enjoyment.

Given in the palace of our royal habitation at Rio de Janeiro, under our royal seal, 19th August, 1808.

(L.S.) (Signed) PRINCIPE.

III.

Translation of the manifesto addressed to the faithful subjects of his Catholic Majesty, by H. R. H. Dona Carlota Juaquina de Bourbon, Infanta of Spain, Princess of Portugal and Brazil.

MANIFESTO.

I make known unto the loyal and faithful subjects of the Catholic King of the Spains and the Indies, to the governors, tribunals, ecclesiastical

chapters, and secular councils, [*cabildos*] and to all other persons to whose fidelity are confided the authority and administration of the monarchy, and the rights of my royal house and family, that the Emperor of the French, after having exhausted Spain of men and treasure, which under the pretext of a false and captious alliance, he required to support wars provoked by his unlimited ambition and selfish views, at length seeks to realise the system of universal monarchy.

This grand project, great only by the great atrocities, great robberies, and great murders, by which it is and must be preceded, is connected with the idea of securing first of all, to himself and his family, the throne which the sanguinary revolution [of France] has usurped from the first line of my royal family, and placed in the power of this man, till then unknown. To which end he seeks to exterminate and annihilate my royal house and family, inasmuch as in it resides those legitimate rights which he has usurped and aims at retaining in his hands.

In the first place he attempted by means of the most criminal policy to possess himself of our person, and of that of our dear spouse and son, upon the specious and seductive principle of protection against the English nation, from which we have received the greatest proofs of friendship and alliance. But frustrated in these his designs, by our retirement to this continent, he vented his wrath, and assuaged his thirst for gold, by the general sack of Portugal, which he sent Junot to perpetrate throughout the kingdom, without respect of persons or things, even to laying hands upon the holy vessels of the sanctuary.

A little while afterwards he fomented a popular tumult at Madrid, the court of my august father and lord, Don Carlos IV. to oblige him to abdicate and renounce the throne in favour of my brother the Prince of Asturias; seeking to interpose himself in these domestic troubles for the abominable purpose of enticing them to the territory of his empire, upon the pretence of greater security for their persons, but in reality to hold them in greater readiness to make use of in realising his iniquitous plans.

Having secured my august father and all the other individuals of my family at Bayonne, in France, he there by violent means obliged them to sign an act of abdication or renunciation, *for that same reason null*, founded upon the specious and fanciful motives of preserving the integrity of Spain, which he alone was intent upon violating; and of preserving the Catholic religion, which he alone detested and profaned: an act by which all the rights of my royal house of Spain to the crown of Spain and to the empire of the Indies would become yielded to this ambitious chief, if we did not in due time prefer our claim against this unjust and iniquitous violence, conceived and executed against natural and positive rights, and in contempt of all human and divine law, and that of nations in particular, acknowledged by the most barbarous people.

My beloved parents and brethren, and other relations, being thus deprived of their natural liberty without the faculty of exercising any authority, nor even provide for the defence and preservation of their rights, considering moreover the pernicious influence of such acts over evil minds, disposed to

propagate schism and anarchy to the prejudice of society, and conceiving myself not only sufficiently authorised, but obliged, as the nearest representative in this part of the world of my father and family existing in Europe to act on their behalf towards their faithful and beloved subjects in America, I have judged it seasonable and proper to address this manifesto to them, by which I declare to be null and void all that abdication or renunciation by which my father and lord the king, Don Carlos IV. and other individuals of my royal family of Spain, are held to have made in favour of the Emperor or Chief of the French: to which declaration all the loyal and faithful vassals [vassalos] of my father are bound to adhere, as long as such of my family, whose rights are superior to mine, shall not be free agents; not considering myself as more than the depositary and protectress of those rights which I desire to preserve untouched and uninjured by the perversity of the French, in order to restore them to such legal representative of my said family, who exists or shall exist independently at the period of a general peace. Earnestly exhorting and soliciting all those hitherto charged with the dispensation of justice to continue in the due observance and administration of the laws in all their vigour; taking care more particularly of the public tranquility, and defence of these [transmarine] dominions, until my well-beloved cousin, the Infante Don Pedro Carlos, or other qualified person from amongst yourselves, shall be authorised to assume the government of the said dominions during the unfortunate situation of my much-loved father, brothers, and uncle, without any new dispositions of mine interfering in the least degree with the constitutional establishments of my august ancestors.

This declaration, signed by me, and countersigned by my secretary, is transmitted, in order that ye keep and execute, and cause the same to be kept and executed, by all the subjects [*subditos*] of your respective jurisdictions, giving circulation thereto in the mode and form it has hitherto been customary to circulate the orders of my august father, to the end that not only it may be made clear to all what are my rights, but also the firm resolution in which I remain to maintain them inviolate. Certifying equally, that as the depositary thereof, my royal intention neither is, nor ever will be, to alter the fundamental laws of Spain, nor to violate the privileges, honours, or immunities of the clergy, nobility, or people of the said monarchy; all and every of which I hereby acknowlege before the Supreme Being, who will bestow his blessing on this step, as solemn as it is just, and well founded.

Given, &c. Rio de Janeiro, 19th August, 1808.

L.S. &c. &c.

IV.

Don Pedro Carlos de Bourbon y Braganza, Great Admiral of the navies of H. R. H. the Prince Regent of Portugal, &c.

I here make known to all the faithful subjects of my much-loved lord the King of Spain and Indies, to the chiefs and tribunals, to the secular and ecclesiastical *cabildos*, and to all other persons established in dignity

throughout the dominions of the Spanish sovereignty: that whereas my august uncle, and other individuals of my royal family of Spain, under the oppressive power of the French, to which they were brought by the vilest manœuvres of seduction and deceit, and deprived of their natural liberty, have, yielding to violence, signed documents, whereby all the family rights were ceded to the Emperor of the French, and would become transferred to him if the same had not been brought about by such unlawful means; and if formal protest were not entered against its validity in due time, as I do by these presents. Declaring, that I do entirely conform to the tenor of the manifesto addressed to you by my very dear cousin Dona Carlota Juaquina, Infanta of Spain, and Princess of Portugal and Brazil, which I approve and ratify in all its parts, and especially those wherein is set forth the right of priority and preference belonging to the respective individuals of my family, including my well-beloved uncle and myself, according to the order of succession regulated by the fundamental laws of the Spanish monarchy, the rights and prerogatives of which I will endeavour to preserve according to the mode and form therein expressed; until it shall please divine Providence to reinstate my family in those pristine rights, which I hereby admit and recognise. And for right understanding thereof, We deliver this, our protest, sealed with our royal seal, and witnessed by our secretary. Requiring and charging ye to circulate the same in the accustomed form and manner, &c.

Given, &c. at Rio de Janeiro, 20th August, 1808.

L.S. (Countersigned) D. FERNANDO JOSE DE PORTUGAL.

N.B. We have heard it surmised, that it is for acting upon the system developed in these documents, the admiral [Sir S. Smith] has been superseded in the command of the Southern Seas!!!

NOTE BY THE TRANSLATOR.

The frequent recurrence of the term "vassal" in the foregoing papers is liable to criticism as a pedantic innovation. It is therefore requisite to explain that the draughtsman of those documents (who was most probably some jurisconsult of the feudal stamp,) invariably describes the relations of allegiance to the sovereign's paramount authority by vassalage, and connects the idea of subjection with the law only. Thus, throughout the original, the degree stiled *subject* in English, is designated by "*vassalos*," whereas "*subditos*" occurs but once in referring to legal jurisdiction for promulgating the Infanta's manifesto. The English reader cannot fail to be struck by the becoming reverence with which the royal personages speak of the "fundamental *laws* of the monarchy;" and by a distinct recognition of the "*rights of the people*," in an instrument specially framed to substantiate regal claims.

What is moreover worthy of remark is the explicit protest against *both* the abdications at Madrid and Bayonne, and implied *caveat* against any far-

ther *arrangement* of the crown out of the established order of succession. This hint from the new world may peradventure puzzle some of the sanguine politicians of the old, who have so prematurely committed themselves and us in the name of the "*amiable and beloved Ferdinand VII.*" Far be it from the writer to animadvert invidiously upon the misfortunes of a captive prince. "*Miser est res sacra.*" But really to persons of vulgar minds, imbued with antiquated notions of filial duty, fidelity, and patriotism (leaving heroism out of the question) the acts of the Prince of Asturias do want as much *explanation* as the conduct of his trusty counsellor, Don Pedro Cevallos: only it is to be hoped any similar appeal to the public on behalf of the young Prince, will be somewhat more convincing than the apology of the old minister.

EXTRAORDINARY CASE OF CAPTAIN M. SMITH, R.N.

IT is but very lately (in the preface to our last Volume) that in reminding the public of our steady adherence to the principles on which the NAVAL CHRONICLE was established ten years ago, we alluded amongst other things to a part of our duty we are now about to perform, namely, *never permitting prejudice to overwhelm misfortune when unaggravated by misconduct*, without our reminding those who might fancy themselves beyond the correction of the law, that they are still within reach of the lash of the pen.

The Spartan regimen of the navy is too inseparable from our empire of the sea to be susceptible of mitigation: but we consider it as a problem remaining to be demonstrated, whether the discipline of the quarter deck ought to pervade the offices of naval administration: "*sic volo, sic jubeo**" in the mouth of an admiral, seems to us more in its place than "*pro ratione voluntas*" at the Admiralty. And it is upon this ground that we deem it highly necessary to animadvert upon the treatment of Matthew Smith, Esq. late captain of his Majesty's ship Diomede.

This individual, who has been described to us as a gentleman distinguished by such manners and accomplishments as adorn society, and as an officer replete with talent and merit in his profession, has suffered the mortification of seeing himself by a mysterious *fiat* of that ligneous association ycleped *The Board*, deprived of the fair reward of a hazardous and laborious life, and removed

* "*Sic volo, sic jubeo, stat pro ratione voluntas.*" Thus I will, thus I ordain. [*My*] will standing for reason.—The characteristic language of pure despotism.

from the honourable post he occupied on the list of captains above Sir R. Strachan,* to wither and pine in obscurity: our opinion of the individual not allowing us to term it, in his case, disgrace: although there are few officers but what would deem it so to be, like the subject of these remarks, in the prime of life, and in the full vigour of moral and physical ability, *superannuated.* For that is the lot of one of the smartest officers of the school of Rodney and Hood, with the sole palliative of retaining the title of captain to decorate a visiting ticket. In short, the case of Captain Smith seems to us as far as the characteristic difference of the navy and army is susceptible of a parallel, to be a grievance similar to that of Colonel Cochrane Johnstone.

We understand from our naval friends, that in accounting for some of the inscrutable decrees of those volunteers of state, who are invested with the management of affairs at Whitehall, the familiar phrase is used of such-a-one being "*marked,*" or having "*a mark against his name.*" We for our parts must treat this as a vulgar error; and therefore do not despair, by meer dint of giving notoriety to all the *come-at-able* facts of Captain Smith's case, to witness the restoration of a valuable officer to the active duties of his profession, and revive the domestic felicity of a most amiable family.

The leading features of the case are as follows:—

Captain S. (as will be seen more fully by the subjoined documents) when cruising in the Diomede, under the orders of Captain Osborn, of the Centurion, off the Isle of France, in 1794, fell in with a French squadron:† an action of undecided result took place. The senior officer's report of proceedings not satisfying Captain S. he applied to Captain O. for an explanation, who after more distinctly expressing his approbation of his colleague's conduct than he did in his public letter, thought fit to demand a court martial for enquiring into the conduct of *both* ships, in justification of his (Captain O.'s) letter on service. Here a most unaccountable anomaly occurred in that court proceeding to the condemnation of Captain S. and sentencing him to be dismissed the service without allowing him the privilege of every defendant, that of making out his case in his own way. Against this verdict he appealed on his return home in 1798, and he was *restored:* but never afterwards employed; and finally, as we have already stated, was re-

* 1783

† Consisting of the Prudente, Cybele, and a brig.

fused his promotion to a flag in his turn, and set aside on the list of superannuated captains.

It will be seen that the sentence of the court, was not less at variance with the opinion of the commander-in-chief, (Admiral Rainier) than, as far as we can collect, with that of the most distinguished public characters in India. And we have reason to believe the truth of what has been hinted to us, as an additional proof of Captain S.'s naval reputation, that Sir S. Smith (his namesake, but not a relative) who it will be recollected stood near below him on the list, voluntarily evinced to one of the Lords of the A———— his respect for his brother officer's professional conduct, by expressing his readiness, in case of Captain S. being replaced with due seniority as admiral, to hoist his flag under his command immediately.

We have selected the proofs on which this compendious statement rests, from a series of documentary evidence printed in a book, but not for publication. The technical details are therein illustrated by appropriate diagrams, which neither the limits of our work, nor the expence attending wood cuts, would permit us to add hereto. Declaring as we solemnly do, the present appeal not to have originated with the interested party, nor any of his family, but being the spontaneous effusion of one of our coadjutors, and it's insertion our own disinterested act.

I.

TO THE KING'S MOST EXCELLENT MAJESTY.

The Memorial of MATTHEW SMITH, *Esq. late Captain of H. M. S. Diomede,*

HUMBLY SHEWETH,

That your Majesty's memorialist commanded the said ship under the orders of Captain Osborn, of your M.'s ship Centurion, in an action between those two ships, and a squadron of three French frigates and a brig, off the Isle of France, in the East Indies, on the 22d of October, 1794.

That, notwithstanding your memorialist did his utmost to take and destroy the enemy in the said action, Captain Osborn, in his report thereof to the commander-in-chief, greatly to the discredit of your memorialist, his officers, and ship's company, omitted to acknowledge any services rendered by the Diomede to the Centurion on that occasion.

That your memorialist, feeling himself dissatisfied with the said report, and hurt by the observations made thereon in the public prints of that country, applied to the said Captain Osborn (who was also written to by the admiral) for an explanation with regard to the omission before-mentioned; which application was answered in the following terms:—

(COPY.)

" SIR, " *Centurion, Bombay, 14th February*, 1795.

" *I have received your letter, dated 19th of last month. There has not been any thing published in the newspaper by my authority; and the appearance of my public letter will quiet all unfounded reports, which it is not possible to prevent news-writers from making.*

" *I am concerned to find by a letter from the commander-in-chief on H. M.'s service, that you are dissatisfied with my public letter, the contents of which is no more than a narrative of what happened on the occasion, without any comment of mine to the dishonour of the Diomede, and without any intention of censuring that ship's conduct. I beg to say, as I have already done, in two conversations we have had since the action, that I am satisfied you did every thing you thought would promote the good of H. M.'s service on the day of the action with the French frigates off the island of Mauritius. I am, &c.*

(*Signed*) " *SAMUEL OSBORN.*"

That, notwithstanding this letter, the said Captain Osborn declined saying any thing to the admiral to quiet the mind of your memorialist; but on the 1st of April, 1795, he wrote for a court martial,

" *To enquire into the conduct of the two ships, that the same might be known, and that he might thereby be enabled to prove the truth and impartiality of his public letter.*"

That your memorialist, when ordered to attend the said court martial, was not furnished with any charge: but merely on the day preceding the trial told by the judge advocate, that such an enquiry was to take place, and desired to name such witnesses as your memorialist wished to have examined.

That your memorialist, conceiving it impossible for the court so constituted to proceed against him for any offence, (not only from Captain Osborn's own declaration to him, but as no copy of any charge whatever had been delivered to him, as, by the fifth article of the general printed instructions of the navy, under the head of courts martial, is, in such cases directed) he attended the trial without his first or third lieutenants, master, boatswain, gunner, or carpenter, who were all dispersed,* and either gone to England, or to some distant part of that country, so as to be out of the reach of a *subpœna*.

That when your memorialist unexpectedly found the said court martial, instead of merely enquiring into the truth and impartiality of Captain Osborn's letter, were proceeding to try capitally, your memorialist felt greatly alarmed at his situation, having but one officer (lieutenant of marines) who could speak particularly to his conduct during the action. Conscious, however, of having done his duty, he permitted the trial to go on

* In consequence of the Diomede being subsequently wrecked.

without any opposition on his part, not doubting that he should be able, from the palpable contradictions he had noticed in the evidence, to do away every bad impression which such evidence for a moment might have made upon the court; but, contrary to the custom of the service, to the universal practice of every court in this kingdom, and to common justice, your memorialist was told,

"*That he was at liberty to bring forward further evidence; but that the court would not permit him to comment upon the evidence adduced against him.*" [!!!]

Your memorialist therefore conceives, that to try without a specific charge being exhibited, or to deny the party upon trial the privilege of making a defence, vitiates the proceedings of such trial, and renders any judgment founded thereon illegal.

That, independent of the legal objections herein before stated, your memorialist begs leave to submit to your Majesty, whether any case is made out against your memorialist, by the captain and officers of the Centurion; upon whose evidence your memorialist has (in a letter of this day's date, addressed to the Secretary of the Admiralty) taken the liberty of offering such comments as it would have become him to have offered at the trial; and which if he had then been permitted to offer, your memorialist has reason to believe would have induced the court to acquit him: instead of which he was dismissed from your Majesty's service.

Your memorialist, therefore, most humbly prays, that your Majesty would be graciously pleased to restore him to his former rank and credit in the navy, &c. &c. &c.

12*th April*, 1798. MATTHEW SMITH.

[*** The case was referred to the Attorney General and Solicitor General, and to the Admiralty Counsel, who reported their opinion, that the sentence of the court martial was unwarrantable, and not to be supported. It was therefore set aside, and the memorialists name continued on the list of the navy.

II.

SIR, *Tower*, 12*th October*, 1805.

Please to lay before the Lords Commissioners of the Admiralty the accompanying letter from Vice-admiral Rainier, on whose opinion I was assured by Lord Viscount Melville my being employed or not should depend.

"Without troubling you with a recapitulation of my case, which is stated at length in the memorial I had the honour of submitting to their lordships on this subject, I shall content myself with merely observing, that I was the subordinate officer in the action, and the *only signal* made to me by my superior was that of *recall*, when in pursuit of the beaten enemy, after Captain Osborn had withdrawn from the action; and which enemy it

is admitted must have surrendered to me had I not been so recalled. In a conversation with him immediately after the action, I received his unqualified approbation of my conduct, and so far from conceiving any blame attached to the Diomede, it was at my particular desire that an enquiry was instituted to oblige him to shew cause why, in his public letter, he had stated the transaction in so different a manner to which he had expressed in the conversation alluded to.

On my presenting a memorial to the Board of Admiralty against the injury I conceived I had received from the sentence of that court martial, *(and which is now clearly accounted for in Admiral Rainier's letter)* the proceedings were set aside, and I was restored to my former station in the service. It has been my misfortune, however, from that time to the present moment, (a period of nearly ten years) to have found that the sentence of that court martial *so set aside*, has operated as completely to my disadvantage as if it had been pronounced legal, and has precluded me from employment, which I have *repeatedly solicited*. The arrival of the admiral has induced me again humbly to request their lordship's consideration of my situation; and should they do me the honour to employ me, I shall endeavour to prove my deserving thereof.

I have the honour to be, &c.

M. SMITH.

W. Marsden, Esq. Admiralty.

III.

[Enclosure in the preceding.]

SIR, *Wimpole-Street, 9th. October,* 1805.

In the appeal you have addressed to me, on the subject of the great hardship you lie under, in consequence of the sentence of the court-martial passed on you in India, for your behaviour as captain of H. M. S. Diomede, in an action with a French squadron off the Mauritius, *in company with a senior officer*, in H. M. S. Centurion, on 22d October, 1794, I am of opinion that you was much injured by that sentence, (without the least intention of casting any reflection on the members of a court, so solemnly constituted and assembled) and that for the following reasons:—

1st. The insufficiency of the evidence: all your principal officers having gone to England, who have since made *affidavits in your favor*, which of course would have been their evidence on oath, had they been present at the court-martial.

2ndly. The *exparté* nature of the evidence that was produced on the other side, who, as might be supposed, were much interested to justify their own ship's conduct in the engagement, by criminating that of the ship you commanded.

3dly. *Captain Osborn's conduct after the action*, who never imputed any blame to you, but always expressed himself to the contrary, whenever the subject was agitated: not only that, but he made no objection to your remaining under his orders, nor to your proceeding under my command with the Centurion, and the rest of the squadron to the attack of Trincomalee.

4thly. The court-martial appears likewise to have imputed a degree of culpability to your conduct, which, admitting the worst construction to your prejudice, could only amount to an error in judgment, which was the forbearance of Captain Osborn to direct and regulate the motions of the Diomede, if he deemed you was not doing your duty in the station you occupied, either by signal or by trumpet, at the commencement of the action; and notwithstanding he could make the signal of recall to you at a period when, acting upon your own judgment, in consequence of the crippled state of the Centurion, and *her head being laid from the enemy*, you had given them chase in order to renew the attack, and would shortly have captured the dismasted ship, and eventually been more successful.

I trust, from the statement of the above circumstances, with my reasons adduced in their support, the Lords Commissioners of the Admiralty will be induced to consider you innocent of the charge laid against you by the sentence of the court-martial, and will give you *immediate employment*: to say nothing of the highly respectable testimonials you have shewn me, being in *perfect concurrence with my own sentiments*, as before stated.

I remain, *most respectfully*,

SIR,

Your very faithful humble Servant,

PETER RAINIER.

Captain Matthew Smith,
R. N.

[*** The case is supported by a variety of other interesting documents, all tending to corroborate the tenor of those above selected. All that remains to be added is, that the worthy officer was not employed; but after 23 or 24 years standing in the service, left out in the general promotion to flags that took place on the 9th of November, 1805, and slighted like the late Captain David Brodie, whose treatment formed the subject of parliamentary discussion.*]

PLATE CCLXXXIX.

WE have been favoured with the accompanying chart and communication (the accuracy of which may be relied on) by Mr. Fairfax, first master on board his Majesty's ship Caledonia, who, on the evening of the 11th of April, 1809, was appointed by the Rt. Hon. Lord Gambier to place vessels, with lights, for the purpose of pointing out the passage to the French fleet in Aix Roads. Mr. Fairfax performed that service with great credit and ability in his Majesty's brig Lyra.

* See N. C. Vol. III. Page 100.

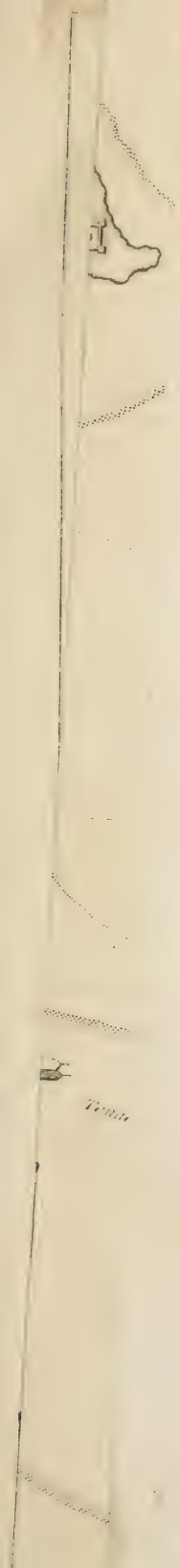


CHART of Position of FRENCH FLEET
in Aix Roads, on 11th & 12th April 1809.
Likewise of some of the Fire Ships, before they were on Fire.
The Explosion Vessel conducted by
Lord Cochrane & Lieutenant Bissell, is marked where it Exploded.
Soundings as in the Above a French Chart, Copied by E.F.
April 11th 1809 A. English Frigates in advance.
C. Light Vessels Respecting and Ajent.
S. Ajent at second Anchorage till 3 A.M. 12th.
F. Position of French Fleet, Prior to Fire ships going with
Situation of Explosion Vessel, when
explosion took place.
Mediator, and some of the fire Ships before
they opposed Fleet
April 12th 1809 D. The French ships at day light at anchor.
French Ships, on shore at day light.
W. Line of position taken by English ships,
on afternoon of 12th April.
French destroyed F.M.
E. Fitta Boat-throwing shell P.M.
Aix.
Isle of Aix
Fort Enedon
Fort Liedot
Fort Point
Fort Fouras
Redoubt
Fouras, Castle & Town
Isle Madame
Light
Scale of 2 Miles
The advance French Frigate V. Cut or slipped
before the fire Ships got to where they were set on
fire. When the Agent Cut seven Vessels
were on fire to windward of them — what situa-
tion the other 4 fire Ships took cannot say.
None are marked, but what passed the Agent
prior to her cutting. The other time might
have passed without my observation, it being
very dark at times.

" MR. EDITOR,

" Your having expressed a wish to see the position of the French ships, &c. (as they appeared to me) in Aix Roads, on the 11th of April last: and also their situation on the following morning, I herewith transmit you a chart, which I hope will be found to answer the desired purpose.—If you think its publication in the NAVAL CHRONICLE may be of use, it is perfectly at your service. I remain,

" Your humble servant,
" EDWARD FAIRFAX."

" P.S. You would be doing a service to naval officers, if you were to advise them, when sent on duty in fire-ships, to be particular in examining the length of time which the respective fuses are likely to burn. Many of the officers who, on the late occasion, had charge of fire-ships, were *very much deceived*, by the fuses not burning A THIRD of the time they ought.

" I have it from good authority, that the fuses on board one of the explosion vessels only burnt six minutes and a half, instead of twenty: had they burnt twelve minutes longer, nothing could have been better placed; exploding where she did, it gave the enemy an opportunity of preparing to cut or slip, &c. I saw the French ships with lights up immediately after the explosion, before any of the fire-ships got near."* E. F.

CORRECT RELATION OF SHIPWRECKS.

No. XXXIV.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

Narrative of the Loss of His Majesty's Ship Banterer, Captain A. SHIPPARD, near Point Mille Vache, in the River St. Lawrence.

HIS Majesty's late ship Banterer, after having had the violent and contrary gales of wind to encounter with, usual in that climate at so late a season of the year, took a pilot on board on the 28th of October last, below the island of Bic, in the river St. Lawrence, on her way to Quebec: at 8 P. M. that night, we passed between the said island and the south shore with a fair wind, but it afterwards coming round to the westward, and the current not admitting of our regaining the anchorage, we tacked for the north shore, not only to be ready to avail ourselves of the prevailing northerly winds in the morning, but because the current was there more in our favour. After having tacked occasionally during the night, at 4 A M.

* It was not in our power more forcibly to recommend this subject to the attention of our readers, than by the insertion of the postscript to Mr. Fairfax's letter.—ED.

the helm was again put down, agreeably to the pilot's directions, and on rising tacks and sheets, it was discovered that the ship was aground; as we had then a light breeze at west, the sails were all laid aback, the land (which we afterwards discovered to be Point Mille Vache, the current having set us considerably to the eastward of where we conceived ourselves) being in sight from the larboard bow to the starboard beam, apparently at considerable distance; the master was then ordered to sound round the ship, and finding that the shoal lay on the starboard quarter and astern, which our sails were backing us on, they were immediately ordered to be furled, the stream anchor and cable to be got into the launch, and the boats to tow her out two cables' length S.W. from the ship where we found the deepest water; but by this time the wind had increased to such a degree that they could not row ahead, and latterly having lost ground, were obliged to let go the anchor in 15 fathoms, a cable's length W.S.W. from the ship, on which we hove occasionally as the flood made, and in the mean time got our spare topmasts over the side to make a raft to carry out a bower anchor, our boats being insufficient for that purpose: but the gale continued to increase, and the weather was so intensely cold, that the accomplishment of it was rendered impracticable.

About 11-30 A.M. the stream cable being then taut ahead, the wind W.S.W. with a very heavy sea, the ship canted suddenly round with her head to the southward, where we had deep water; we immediately set our courses, jib, and driver, and had the most sanguine hopes of getting her off, but were unfortunately disappointed, and as the ebb made, we were obliged again to furl sails.

As the ship was then striking very hard with a heavy sea breaking over her in a body, we cut away her topmasts, not only to ease her, but to prevent their falling upon deck; we also endeavoured to shoar up the ship, but the motion was so violent that six parts of a five inch hawser were repeatedly snapped, with which we were lashing the shoars through the main deck ports.

At about 3 P.M. fearing the inevitable loss of the ship, as the water was then gaining on the pumps, we availed ourselves of the first favourable moment to land the sick, a party of marines and boys, with some provisions, which could only be done at a certain time of tide, even with the wind off shore; those on board were employed getting what bread and other provisions could be come at upon deck.

Though the water was still gaining on the pumps, as the flood made, the wind coming more round to the north, when we again set our foresail, but without the desired effect; the stream anchor having however come home, the wind was still too doubtful to attempt to lighten the ship.

On the morning of the 3rd, it being more moderate with the wind off shore, we hove our guns, tiers, and every thing that could lighten the ship overboard, reserving two on the forecastle for signals. As the flood made, we again set what sail we could, and hove on the stream cable, though with all hands at the pumps we found the water increase in the hold as it flowed along side, and it was the prevailing opinion, that the ship would

founder if got off. Being now convinced from concurring circumstances, as well as the repeated representations of the carpenter, that the ship could not swim, the water having flowed above the orlop deck, and much sand coming up with the pumps, we desisted from further attempts to get her off, and continued getting such stores and provisions as we could upon deck.

Towards the afternoon, the wind again increasing to the W. S. W. and the water being on the lower deck, it was judged proper to send some provisions with such men as could be best spared on shore, that in the event of the ship's going to pieces, which was expected, the boats might be the better able to save the rest; and on the morning of the 31st, all further exertions for the preservation of the ship being considered useless, as it then blew very hard with every appearance of an increasing gale, every effort became necessary for the preservation of the lives of the people; the boats were accordingly employed in landing as many of them as possible through a dreadful surf: the captain, first lieutenant, and a few others which the boats could not carry remaining with the wreck.

The whole of this day the surf ran too high to admit of the boats returning to us, there was therefore little prospect of saving our lives; several guns were fired to point out to them our hopeless situation, and stimulate them to use every effort to come to our relief, but they could not effect it, notwithstanding every possible exertion on their part, which we were most anxiously observing.

As the only ray of hope which then presented itself of saving us, a raft was directed to be made with the spars left on the booms, which was accomplished with much difficulty in about six or eight hours, the sea then breaking over us with great violence, and freezing as it fell with such severity, that even the alternative adopted afforded little prospect of saving one life.

During this state of awful suspense, great part of the ship's bottom was out, the water above the lower deck, and we were apprehensive from the steepness of the bank, that she would fall with her decks to the sea, in which case all of us must have inevitably perished.

About 11-30 P. M. the boats came off, and as the lives of the people were now the only consideration, all of them were sent on shore except the jolly boat and crew, in which the captain left the wreck at 2 A. M. on the 1st November, and landed through the surf with great difficulty.

All this and the succeeding day, the gale continuing, we could not launch the boats, and were employed in collecting such provisions as were landed; finding with all our exertions that we had only been able to save three days bread, the officers and crew were put at short allowance, with the melancholy prospect of starving in the woods.

On Thursday the 3d of November, the weather moderating, the jolly boat was despatched with the purser, to a village called Trois Pistoles, about 45 miles on the opposite side of the river, that he might find his way to Quebec* to procure us assistance and relief, there being no possibility

* Quebec is 150 miles from Trois Pistoles.

of communicating with any inhabited part from where we were but by water, and the ice rendering that communication impracticable during the winter.

During our stay near the wreck we had repeated gales of wind, both to the eastward and westward, so violent, and with so much sea, that the mizen-mast was thrown out of the step overboard, and all the upper deck beams were broke. We embraced every intervening opportunity of going off to save stores and provisions, by scuttling the decks which were covered with ice, the ship on her broadside, and the water flowing over the quarter deck; but the ship's bottom was out and no provisions to be found, except two casks of beef and some spirits which had been washed on the lower deck, and which were obliged to be served out with a very sparing hand. On these occasions we were generally away ten or twelve hours, exposed to the wet and cold without nourishment, from which and fatigue our people became every day more sickly, above twenty of them having their limbs in a state of mortification from the severity of the weather.

On the 7th a boat was again sent to Trois Pistoles, in the hope of procuring if possible some temporary supplies, in which they had not succeeded on the former occasion, but the wind increasing to a violent gale from the eastward, with a heavy fall of snow, they got frozen up on the opposite shore, and did not return to us till the 12th, having then only procured three hundred weight of flour, a few potatoes and some beef, for which supply though small we were thankful; our bread being now out, these very gales were now considered as a blessing in affording us almost the only means of subsistence, and looked to as our only probable resource during the winter, by the dead shell fish which were thrown up with the surf.

As we must have inevitably been cut off from all supplies had the ice set in, the people now became very importunate and anxious to separate in order individually to shift for themselves, our boats however would have carried but very few of them, and as two men had deserted from the boat before, in all probability they could never have returned to us, by which those few would have been lost to the public service, and the others to their country, it was therefore deemed imprudent to allow them; and notwithstanding the impossibility of escaping from where we were, thirty of them left us in consequence (it was believed) of hunger, chusing any alternative rather than the dreadful prospect before them. A small party of Indians under the first lieutenant happily found two of them, though in a most deplorable state from hunger and cold, after some days absence, having only reached about ten miles along shore from where we were; one of them returned delirious on his hands and knees, with his feet in a state of gangrene, and his hand spartially so, having only had one small cake to eat during five days absence, the others they said perished in the woods.

On Sunday the 20th November, we were relieved from the most painful state of anxiety, by the arrival of a small schooner with a fortnight's provisions from Quebec, and information that a transport was equipping for us which would very soon be down if not prevented by the ice; and on the 24th we received a further supply by the government schooner, with some

blankets which the governor had humanely sent down to us, to whose prompt interference we stand indebted for our lives; it then however blew so hard with a heavy fall of snow, that the schooner was obliged to take shelter under the island of Bic, and on the 25th it moderated when she returned to us, and we embarked and were carried to the opposite side of the river where the transport that day arrived, which carried us to Halifax.

AT a court martial assembled and held on board his Majesty's ship Tourterelle, in St. George's Harbour, Bermuda, on Saturday the 28th, and by adjournment on Monday the 30th day of January, 1809:

PRESENT,

Captain Robert Lloyd, President.

Captain Alexander Skene.	Captain John Shortland.
——— Gustavus Stupart.	——— Frederic Hickey.

The court being duly sworn, in pursuance of an order from the Right Hon. Sir John Borlase Warren, Bart. K. B. vice-admiral of the white, and commander-in-chief of his Majesty's ships and vessels employed, and to be employed in the river St. Lawrence, and along the coast of Nova Scotia, the island of St. John, and Cape Breton; the Bay of Fundy, and at and about the islands of Bermuda or Somer's Islands, dated the 26th of January 1809, and directed to Robert Lloyd, Esq. captain of his Majesty's ship Hussar, and second officer in the command of his Majesty's ships at Bermuda, proceeded to try Alexander Sheppard, Esq. captain, the officers, company, and pilot belonging to his Majesty's late ship the Banterer, for the loss of her on the 29th of October last, between Port Neuf and Point Malle Vache, in the river St. Lawrence; and having heard read the charge exhibited against them contained in the above-mentioned order, and also what the prisoners had to offer in their defence, and having maturely and deliberately considered the whole, and fully enquired into the circumstances attending the loss of his Majesty's said ship: The court is of opinion, that the loss of the said ship was occasioned by the culpable neglect of the master, in not having repeated to the lieutenant who relieved him in the next watch, the orders he had received from Captain Sheppard, to keep the lead going by the forecastle men, and to relieve them, in consequence of the very severe cold weather, every half hour; as also from the negligence and very culpable conduct of Lieutenant Stephen C. M'Curdy, the officer of the middle watch, who not only permitted the pilot to quit the deck without his captain's knowledge, but likewise quitted it himself between the hours of two and four, without being relieved by any person whatever, and took with him to the gun room to drink grog the pilot's apprentice, the only midshipman, and the only quarter-master who were in the watch, where he remained upwards of a quarter of an hour: that Captain Sheppard appears to have caused every possible exertion to be made to save the ship, and

when that was found impracticable, to preserve the stores in which he was supported by the officers and crew.

The court doth therefore adjudge Lieutenant S. C. M'Curdy to be dismissed from his Majesty's service, as a Lieutenant, and Mr. Robert Clegram, acting master to be severely reprimanded, and admonished in all similar navigations to keep the lead going, and feel particular charge of any ship he may happen to be serving on board of as master, notwithstanding a pilot should be on board at the time. And Lieutenant S. C. M'Curdy is hereby sentenced to be dismissed from the rank of lieutenant in his majesty's service, Mr. Robert Clegram to be severely reprimanded, and Captain Alexander Sheppard, the other officers, ship's company, and pilot to be acquitted, and they are hereby acquitted accordingly.

It is the opinion of the court, that if Captain Sheppard's excellent arrangements had been duly attended to, the loss of his Majesty's ship would have been avoided.

(Signed) ROBERT LLOYD.
ALEXANDER SKENE.
JOHN SHORTLAND.
GUSTAVUS STUPART.
F. HICKEY.

(Signed) GEORGE R. HULBERT, appointed by the court to execute the Office of Judge Advocate.

LOSS OF HIS MAJESTY'S LATE SHIP CRESCENT.

BY LIEUTENANT WEAVER, OF THE ROYAL MARINES.

SAILED from Yarmouth, on the 29th of November, 1808, and at daylight on the 5th of December, saw Norway, from the deck, (wind S. by W. and S.S.W.); the pilots then steered S.E. by E. At one o'clock on the 5th, sounded in 25 fathoms, on the coast of Jutland, near Robsnought; pilots continued their course E.S.E. and at two sounded in 18 fathoms. By order of the pilots, the topsails were close reefed, courses hauled up, and the ship hove to with her head to the southward; (at this time the weather was remarkably thick); shortly after, the land was reported to be seen on the lee-bow to the captain and pilots; the latter replied, they knew where the ship was, and that she would drift with safety: she dropped suddenly into 8, 7, 6, 9, and then ten fathoms, continued in the latter depth till eight at night. The pilots were asked by Captain Temple, if they wished any alterations to be made? They replied, no alterations were requisite, and that the ship should continue on the same tack till the next morning; unfortunately she struck about 10 o'clock at night, 5th of December. A boat was immediately lowered down to sound; the current was setting to the eastward, at the rate of three knots an hour; we then furled sails; soon after, the current taking her on the larboard bow, the sails were loosed, with expectation of getting off, but it only hove her round in a worse condition, if possible, than before; the sails were again furled, and the

boats all out, with the exception of the jolly boat, and an anchor and cable got into the launch; but from the rapidity of the current, the boats could not possibly tow her up, (the sea running very high) and, therefore, failed in what was most essentially requisite for the safety of the ship, as well as the deliverance of those on board; the boats, with their crews, were driven, by the force of the current, to leeward, and in the course of an hour we lost sight of them amongst the breakers. The wind had shifted to the N. W. (direct on shore;) the swell increased, and the ship striking very hard, the bower anchor was let go, and the men employed in lightening the ship, heaving the guns overboard, and endeavouring to keep the water under by pumping; all to no purpose; the water increased to the hatches, and the cable parted, which was our only hope. At this time it was thought absolutely necessary to cut away the masts, which was the means of easing the ship very much. In consequence of the officers and men being fourteen hours exerting themselves, during which time the weather was bad, we were almost exhausted with fatigue, and were ordered by the Captain to take some refreshment. Having regaled ourselves for about twenty minutes, I went to the Captain, and asked him to allow me to destroy the signals—He ordered the servant to give them to me, and I accordingly burnt them. All hands were then employed in constructing a raft, which was made on the booms, by the different spars; nothing could exceed the exertions of every individual, on such a trying occasion; every order was put in execution with the coolness and judgment peculiar to British seamen; every one was supplied with a small line, for the purpose of lashing themselves to the raft; at two o'clock P.M. the raft, or otherwise the forlorn hope, was launched from the booms, it had but a very indifferent appearance, having only four casks on each corner; more could not be obtained; three of those were soon washed away. The raft was ordered to be manned by the sick and part of the larboard watch, (not an able seaman was on it), and given to my charge. A small sail was thrown to us, but unfortunately it fell near the aftermost part, not a man would venture to hand it forward, as they were almost perished with cold, being frequently up to their waists in water. For twenty minutes previous to our leaving the ship, I unlashed myself, went aft, and with difficulty handed the sail forward with a boat oar to Messrs. Mason and Lavender, midshipmen, whose exertions in assisting in holding the sail up were of the greatest service; we were frequently washed off the raft, and every sea threatened our destruction. Notwithstanding our perilous situation, the officers and men on board gave us three cheers, which was returned by the survivors on the raft, although we were two miles and a half from the Danish shore, with little hopes of reaching it; one marine perished before we left the side of the ship, and a serjeant and corporal soon shared the same fate, with several others. By the assistance of Divine Providence, myself, Messrs. Mason and Lavender, with about 60 marines and seamen reached the shore, nearly lifeless; another raft was attempted to be made, but proved ineffectual, the sea making a complete breach over the quarter-deck; the jolly-boat was then launched, and men-

ned by Mr. Williamson, master, Messrs. Munro and Houghton, midshipmen, and Mr. Walker, boatswain, with fourteen men. Dreadful was the sight at the jolly-boat leaving the ship—numbers jumped over-board and endeavoured to get into the boat; those that were in were obliged to extricate the hands of others, in order to prevent the boat from being too full, as she was then within eight inches of the water's edge: every seaman in the boat felt for their melancholy situation: deplorable indeed it was to think that no assistance could be afforded, but that of wishing a happy deliverance to their unfortunate shipmates. The jolly-boat with her crew reached the shore; shortly after the ship broke up, and two hundred and twenty souls perished.

JOHN WEAVER,
1st Lieutenant, Royal Marines.

OFFICERS SAVED.

John Weaver, Lieut. Royal marines; Mr. Williamson, Master; Messrs. Munro, Mason, Houghton, and Lavender, Midshipmen; and Mr. Walker, Boatswain. Total of officers saved—seven.

MARINES SAVED.

146 John Smith, 2d; 148 John Smith, 3d; 155 Walter Russel; 171 Dan. Goud; 173 John Joy; 154 Jos. Sigley; 155 John Colquboun.—The total of seamen and marines saved, are fifty-five.—Seamen's names saved are not known.

OFFICERS LOST.

John Temple, Captain; Messrs. Kirwan, Maclean, and Stokes, Lieutenants; Mr. Snodie, Lieutenant R.M. Mr. Beife, Surgeon; Mr. Hosier, Purser; Mr. Branthwaite, Passenger; Messrs. Wallace, Willis, Hacker, Spurgen, O'Donnell, Hoghton, jun. Wythe, Knight, and Hanson, Midshipmen; Mr. Williams, Gunner; Mr. Colter, Carpenter; two Painters, six women and one child. Total—Officers, Seamen, Marines, Women, &c. lost, 226.

MELANCHOLY ACCOUNT OF THE LOSS OF A FRENCH PRIZE.

A LETTER, dated Jersey, February 18, 1809, contains the following distressing statement:—

"His Majesty's ship Sheldrake, Captain Thicknesse, having captured a large vessel off the coast of France, laden with about 300 quarters of wheat, intended for the supply of the French army in Spain, Mr. Hubbard, the master of the Sheldrake, a midshipman, and ten seamen, were put on board the prize, and two Frenchmen were suffered to remain with them. It was soon discovered that she was leaky, but no danger was apprehended. She was spoke by the Sheldrake at nine o'clock in the evening of the day on which she was taken, when she was reported to be in safety. A short time afterwards, while the master and most of the crew were employed in stopping a leak that had been found in the cabin, the men at the pumps

were alarmed by their becoming useless, the grain in the hold having been drawn into the suckers, which prevented them from working. Before those who were below could get upon deck, the ship went down head foremost, and every soul on board perished, except one man, who gives this melancholy account of the loss of his brave ship-mates, and whose method of escape borders upon the miraculous:—he was in the main-top when he discovered that the vessel was sinking; providentially a small boat was lying unfastened upon the deck, which floated from the ship as she sunk, and which he fortunately gained by swimming. He relates, that he rowed about for some hours (as he imagines) near the place where she went down, hoping to save some of his comrades—but in vain. The Sheldrake picked him up the next morning. The prize had sailed from Tercera the evening before she was captured."

On this unfortunate occasion, Captain Thicknesse, the commander of the Sheldrake, addressed the following letter to Captain Lloyd, commanding the sea fencibles, &c. on the Lancashire coast.

"*His Majesty's sloop Sheldrake, Guernsey Roads.*

"SIR, *Jan. 29th*, 1809.

"Never have I taken up my pen on so painful a subject, and which I take the liberty of addressing to a stranger, as I have understood you were a friend to the unfortunate and late Mr. William Hubbard; who, I lament to say, was drowned on the 19th instant. The circumstances that led to the untimely dissolution of this young man, (who bid so fair to have become an ornament to his profession), are these. On the morning of the 19th instant, I fell in with a ship under French colours, apparently, by her French papers, bound to Bayonne, and laden with wheat. Poor Hubbard was accordingly sent, with a midshipman and ten men, to take charge of her, and accompany me to Guernsey, then about fifteen leagues to leeward of us. At nine the same evening, I hailed him, to say I should heave-to at two in the morning, until day-light; to which he replied himself "Very well." I carried a top-light and an easy sail, giving a strict charge to the officer of the watch not to lose sight of her. At ten the officer came down, and acquainted me the prize was lost sight of, and that he had backed the main-top sail. I came on deck immediately and burnt a blue light; on which it suddenly came on foggy. Therefore supposing the prize might pass me, I filled in half an hour, and hove-to at two; and, at day-break, not seeing her, I bore away for Guernsey, trusting she was a-head. Soon after a boat was discovered, on our weather-bow, with one man in her. I immediately made towards her; and, painful to relate, found her to be the prize's boat, with the only man who had escaped a watery grave. The prize had at ten the preceding evening sprung a sudden leak, which choked her pumps, by the swelling of the wheat, and water-logged her, before they were the least aware of their imminent danger. When they found she was sinking, every one ran up the rigging; and the man who was saved, having observed the small boat floating off the booms, descended into her by the main-stay, and just pushed clear off the top-gallant-yard arm as it was disappearing!!! He called out, as soon as he had recovered his suprise, but all was silent; and he assured me that every soul but himself went down on the rigging!!

"JOHN THICKNESSE."

NAVAL LITERATURE.

" *He soon replied, I do admire*
" *Of woman-kind but one;*
" *And you are she, my dearest dear!*
" ——————————."

The diverting history of John Gilpin.—COWPER.

MY DEAR MR. EDITOR,

I HAVE seen with regret that the NAVAL CHRONICLE has been somewhat slack of late in the department to which my present lucubrations belong. In a dearth of novelty, it is justifiable, like the Royal Society in their Transactions, to work up old materials, and sometimes even to make use of " twice laid " stuff, to use a phraseology familiar to most of your readers.—There lately fell into my hands a work of great authenticity, entitled, " Trials at Doctors' Commons, from 1760 to 1780, taken by a Civilian, 8vo. 7 vols. London, 1780." In the course of which are introduced a series of *naval* love letters, which, whatever may be thought of the writer's *head*, certainly bespeak a *feeling heart*, and will bear a comparison with the *military* effusions, by a relation of my hero, which were brought to light by a recent parliamentary enquiry. To enable the admirers of erotic composition to settle the rank in point of stile or sensibility between the admiral and the general, I send you the amatory epistles faithfully transcribed from the appendix to a certain cause, forming part of that wherein the plaintiff was cast upon the plea of recrimination. Whatever doubts may be entertained of the respective merits of the two performances, none can be entertained about the taste of their authors in their choice of an object. There is a singular parallellism in some of the extraneous incidents introduced by the two lovers; I mean the professional digressions by which one entertains his Harriet with the manœuvres of a fleet, (not forgetting the nutritive routine of the flag-ship) while the other edifies *Aspasia* by the evolutions of cavalry, and the *distant* view of a hostile camp.

Your's, affectionately,

DARLING.

Chandos Street, June 4, 1809.

P.S. The copies annexed are *verbatim*, *literatim*, and *punctuatim*.

Exhibits in the cause of GROSVENOR *versus* GROSVENOR.

Exhibit B.

MY EVER DEAREST LOVE!

How sorry I am am that I am deprived the pleasure of seeing this evening but especially as you are in pain God grant it over upon my knees, I beg it although it may go off for a few days it must return, and then you will be easy, my only joy will be happy; how shall I thank you for your very kind note, your tender manner of expressing yourself calling me your dear friend, and at this time that you should recollect me. I wish I dare lye all the while by your bed, and nurse you—for you will have nobody near you that loved you as I do; thou dearest angel of my soul! O, that I could but bear your pain for you I should be happy, what grieves me most that they who ought to feel don't know inestimable treasure they have in you—thank God if it should happen now, Mr. *Croper* is out of town, and you may be quiet for a few days—I shall go out of town to-night, but shall stay just for an answer, pray, if you can just write me word how you find yourself, I shall be in town by eight to-morrow evening in hopes of hearing again, I am sure my angel is not in greater pain than what my heart feels for my adorable angel—I send this by D—— servant, she is gone to Ranelagh, do if you write, direct it to her, the boy has my orders, and will bring it to me. —Adieu, God bless you, and I hope before morning your dear little one.

Exhibit C.

MY DEAR LITTLE ANGEL,

I am this instant going out of town, ten thousand thanks for your kind note, I am sure nothing could make my aking heart to-night bearable to me, than when you say you are sensible how much I love you, pray God it may be over before morning, or that you may be better, I shall be in town at eight o'clock, for I shall long to know how you are, don't mention to D. that I wrote by her servant to you, for I have ordered him not to tell.—Adieu, good night, God bless the angel of my soul, joy, and happiness, without whom I have no comfort, and with whom all happiness alive *au revoir* I hope very soon.

Exhibit D.

MY DEAR LITTLE ANGEL,

I wrote my last letter to you yesterday at eleven o'clock, just when we sailed, I dined at two o'clock, and as for the afternoon I had some music, I have my own servant on board that plays, and a couple of hands from London for the six weeks I am out—We were a good many at dinner, I had about nine people yesterday, and shall have more when the rest of my squadron joins me, they staid with me till near seven—I got to supper about nine o'clock but I could not eat, and so got to bed about ten.—I then prayed for you my dearest love, kissed your dearest little hair, and laye down and dreamt of you, had you on the dear little couch ten thou-

sand times, in my arms kissing you, and telling you how much I loved and adored you, and you seemed pleased, but alas! when I woke I found it all delusion, nobody by me but myself at sea, I rose by time at half past five and went upon deck, there I found my friend Billy, and walked with him for about an hour, till Barrington came to me, we then breakfasted about eight o'clock, and by nine I began and exercised the ships under my command till 12. it is now one, and when I finish this letter to you my dear Love, I shall dress and go to dinner at 2 o'clock, it is a rule on board to dine at two, breakfast at 8. and sup at 9.——always, if nothing hinders me I shall be abed by 10, or soon after, and up by half past 5. in the morning, in order to have, if there is any occasion, orders ready for the fleet under my command before I begin to exercise them——I am sure the account of this days duty can be no pleasure to you my love, yet it is exactly what I have done, and as I promised you always to let you know my motions and thoughts, I have now performed my promise this day to you, and always will, until the very last letter you shall have from me which will be when I between 5. and 6. weeks hence send the Admiralty word that I am arrived at Spithead, then I shall only wait just for their answer which will be with me in a few hours, to strike my flag, and then I shall return to you that instant. O! my love, mad and happy beyond myself, to tell you how I love you and have thought of you ever since I have been separated from you, the wind being contrary to day, about one, I put off dinner till 3. o'clock, in order to anchor ships for this night, in Portland road, just off Weymouth, about two miles, I hope to sail tomorrow by 5. in the morning, I hope you are well, I am sure I need not tell you, I have had nothing in my thoughts but your dear self, and long for the time to come back again to you, I will all the while take care of myself because you desire my dear little friend, does the angel of my heart, pray do you take care of yourself for the sake of your faithful servant, who lives but to love you, to adore you, and to bless the moment that has made you generous enough to own it to him. I hope my dear, nay, I will dare to say you never will have reason to repent, the wind was not so contrary but we could have sailed on, but I told Barrington, that as it was not fair I would anchor, especially as I could send one of my frigates in, for that I had despatches of consequence to send to London; indeed my dear angel I need not tell you, I know you read the reason too well that made me do so, it was to write to you, for God knows I wrote to no one else, nor shall I at any other but to the K—. God bless you, most amiable and dearest little creature living——*aimons toujours mon adorable petite amour je vous adore plus que la vie même.*

I have been reading for about an hour this morning in Prior, and find these few lines just now applicable to us.

" Now oft had Henry changed his sly disguise,
" Unmarked by all but beauteous Harriet's eyes;
" Oft had found means alone to see the dame,
" And at her feet to breath his am'rous flame;
" And oft the pangs of absence to remove
" By letters soft interpreters of love

" Till time and industry (the mighty two
" That bring our wishes nearer to our view)
" Made him perceive that the inclining fair
" Received his vows with no reluctant ear;
" That Venus had confirmed her eq ual reign
" And dealt to Harriet's heart a share of Henry's pain."

Such is my amusement to read those sorts of things that puts me in mind of our mutual feelings and situations: now God bless you, till I shall have an opportunity of sending to you. I shall write to you a letter a day, as many days as you miss *herein* of me, when I do they shall all come Friday, 16 of June, God bless, I shall not forget you, God knows you have told me so before, I have your heart and it lies warm in my breast, I hope mine feels as easy to you, thou joy of my life, adieu!

Exhibit E.

Portland road, Saturday, 17th June,

MY EVER DEAREST LITTLE ANGEL,

The wind to day is not fair, so I shall lay here in Portland road till it is, and take this precious moment in sending this other note to you, I hope it will find you well, and that you are not afraid of being gone out of town before I return back to you, thou loveliest dearest soul! I have been reading since my last note of yesterday to you a great deal out of Prior, keeping the heroine *bye* till I have quite read it through, and find many things in it to correspond with us exactly.

" Hear solemn love; and conscious Venus hear;
" And thou, bright maid, believe me, whilst I swear,
" No time, no change, no future flame, shall move
" The well-placed basis of my lasting love."

Do not think I wanted this book with me to tell me how well I loved you, you know the very feelings of my heart, yet it is great pleasure when I am reading to to find such passages that coincide so much with my own ideas of dear you, I will write constantly, it is my only entertainment that and hearing from you, will be, except my duty on board, the only thought or employment I shall have or even wish, I have just now had a message from shore, it is about 2. miles from Weymouth to go to the rooms this morning, I have excused myself being much quieter on board and happier in writing to you, you are not there, or else the boat that should carry me would go too slow, I long for that happy moment that brings me back again to all I love and to all that I adore——Indeed I am sorry my letters are so stupid, pray write to me, you know whither to send them, to send them to D—— or to Mrs. Reda,—I long to hear from you, it is now within 2. days of a fortnight, indeed it seems forty thousand years, how happy when we meet, that our letters has opened to each other the very feelings of our honest hearts, permit me to name yours with mine, then they will be words and

happy looks from two of the most sincere friends alive, your heart is well altho' fluttered while I write to you, I hope mine is flurried too, they ought to have the same emotions, I know they have they are above dissembling, I must now conclude, God bless you, I send you 10,000 kisses, pray when you receive this return them to me for I want them sadly. Adieu! *Je vous aime adorable petite creature je vois adore ma chere petite bijoux l'amant de mon cœur.*——God bless I will write constantly.

The Plants, a Poem, Cantos the first and second, with Notes; and occasional Poems. By WILLIAM TIGHE, Esq.

IT will be immediately obvious, from the title of this volume, that its leading feature is not of a naval nature; but it possesses much general poetic merit; and certain passages which it contains, will be found particularly interesting to that class of readers to which the NAVAL CHRONICLE is more particularly devoted. No apology, therefore, is necessary, for introducing it to their notice. "The object of this attempt," says the author, "is not only to bring together the most remarkable circumstances relative to each plant, from which the separate cantos derive their names, and to combine many of the ideas of association, which the review of each object may naturally awaken, but also to consider the *Rose* as the emblem of *Love*, the *Oak* of *Liberty*, the *Vine* of *Friendship*, and the *Palm* of *Religion*. The four affections here alluded to, seem, either singly or variously interwoven, to occupy and conduct the minds of the more susceptible and generous portion of mankind. The influence of the three former usually prevails in the early part of life; and they were, perhaps, designed by Providence to expand and prepare those souls, which do not suffer themselves to be too far perverted by the more selfish passions, for the reception of the last; into which all the views and thoughts of men should resolve, as into their ultimate object and true destination."

The oak, an object of peculiar interest to the sailor, is celebrated by Mr. Tighe in appropriate strains; and, after invoking his Muse to reward "The patriot warriors who have bled in British arms," he delineates the progress of British navigation in the following passage:—

"Thou followest the Hero's track, and see'st
From thy retired grove his gleaming sword
Flash terror o'er each sea, each hostile shore,
From ice-bound Baltic to the isles of Ind:—
Or where the tributary Ganges yields
His willing waves to spread the conquering name
Of Britain: while the towers of Agra sink
In dust, and from their ashes rise, to seek
Their vassal crowns and safety from her hand,

The obedient thrones of Delhi and Mysore:
Or where the mouldering Ptolemais * found
Salvation in one British arm more strong
Than citadels, or all the Othman host:
Or where the wondering Egypt heard the crash
Of Hyperborean arms: the Gothic flags
Catch the fell blasts of Afric, and around
Sweeps loathsome pestilence, prepared to check
The furies of barbaric war with fiends
More horrid than his own. Ye parching winds,
Breathed from the centre of the burning sand,
Ye faithless coasts, ye desarts, tracked by men
More savage than yourselves, say, with what fear
Unknown before, when Macedonian arms,
Roman or Persian, chased your flying hordes,
You saw the British chief than Ammon's son
More terrible, engirt with flames and death,
Ride o'er your boiling strands, upon your shores
Come thundering, and all the Gallic flags,
And from their moorings in one fiery grasp
The grappled navy tear? What though your sands,
Your plains accursed, your blasted hillocks (where
Bleak despotism sits enthroned by fate
On monuments of slavery) can rear
No freeborn chaplets of enduring Oak,
No civic crowns to shade a patriot brow;
Yet must some tears of admiration fall
On Abercrombie's grave, and, all ye can,
Your ever-verdant palms shall strew the spot,
Where for mankind a British hero died!
'In milder climes, beneath her oaken shade,
Shall Freedom raise the hymn of victory:
The healthy zephyrs playing round her neck
Shall float her tresses wild, and airy vest;
Her fair arm balances the guardian spear;
Her hand she rests upon the shield of peace,
And smiles o'er British waves; the pendant cliff,
The forest unconfined, the scented heath,
The living fount that scoops the polished rock,
Are cherished by her smile: her oaken shade
She celebrates with joy: with joy contemns
The gorgeous prisons of the sceptered East,
The spoils barbaric, and the studded thrones

* Ptolemais.—Acre. Anciently Acc, or Acon; under the Romans it was called Ptolemais, and was a colony of Claudius Cæsar, Plin. H. N. v. 19, Since which time it has been twice the scene of British heroism.

Where Justice never sat; mean contrasts all
To her enlivening beams and genial day!'

. . . . . .

. . . . . .

" And should again the prostrate liberties
Of Europe wither in the ruffian grasp
Of tyranny, more base than ever Rome
Pressed on her plundered provinces, the sons
Of Freedom o'er the Atlantic waves shall bear
Their spotless virtues to a kindred world."

The succeeding Address is beautiful, and eminently impressive:

" Daughter of Albion, empress of the main,
Turn to thy God! for He hath set a crown
Of gold and pearls upon thy favoured front,
And covered thee with more than Tyrian robes.
Thee the unceasing currents of the Cape,
The storms of Mosambique, the dark monsoons
Obey, and wait the wealth of Serica,
Of Taprobane and golden Chersonese,
(Known by new names) to heap thy envied mart!
Daughter of commerce, empress of the main,
Turn to thy God; for He hath girt thy breast
With iron ramparts, and thy loins with strength:
By Him the perilous shoals, by Him the rocks
Were laid, that circle thy embattled shore:
He wings His storms around, and on thy flanks
Hath circumfused the currents of His sea.
Turn to thy God, oh Albion! for He gave
The patient Oak to waft thee to renown,
And eternise thy freedom in His love!"

The memory of the great circumnavigator, Cook, receives the following just and appropriate tribute:—

" 'Tis then she heaves the recollective sigh,
Melting in softer notes the broken lay.
For after all thy patient labours done,
For after all thy deeds of social love,
O virtuous navigator, son beloved
Of Britain, after all thy glorious race,
No friends sustain thee to an honoured grave!
No kindred mourners thy lov'd corpse inhume!
A savage hand, amid thy great career,
Tore thee from manhood and thy country's arms,
And left thee mangled on a barb'rous shore,
O virtuous navigator, son beloved
Of Britain, who explored, with dauntless aim,

The mighty barriers of each frozen pole!
The weeping Nereides shall repeat the strain."

La Pérouse, the unfortunate successor of Cook, in the progress of nautical discovery, is also commemorated in the volume before us; after which, the hero of Trafalgar calls forth a meed of patriotic applause, with which we shall conclude our extracts:—

" But louder notes resume the broken lay,
Such as amid the desolating storm
Were heard, when Victory bedewed her palms
At Trafalgar with tears; enraged, the sea
In mountains rolled around her Hero's bier,
Poured the conflicting tempest, winged with death;
She woke the furies of the deep, prepared
To celebrate in watery obsequies,
The direful sacrifice of all his foes:
But British virtue, with a nobler aim,
Soothes the congenial spirit of her friend;
And snatching from the grasp of ruin, bears
His struggling enemies in triumph o'er
The waves' reluctant foam; nor heeds the shock
Of seas and winds, nor Terror's howling form,
When Pity leads her through the wreck of night."

PHILOSOPHICAL PAPER.

Remarks on the best means of Resuscitating Persons apparently drowned, or suffocated by Exposure to Deleterious Vapours or Gases; and on the Effects of Extreme Cold.

AFTER a person has remained twenty minutes under water, there can be no considerable hope of recovery; yet we should never resign the unhappy object to his fate before we have exhausted every means of relief. The numbers attested by the best evidence to have been revived, is so considerable, even in hopeless cases, that we are eminently cheered by it, in executing that amiable task which humanity, and the solace of success, so urgently press upon our attention.

The first principle to be attended to is, the restoration of natural warmth. This (though it have not been heretofore recommended) is best and most speedily accomplished by a tepid bath (98 deg. Fahrenheit); for without this temperature, the vital function cannot go on. Stimulants have, with this view, been generally applied to the skin and lungs, and even to the intestines. In the last case it is usual to strip the patient of all his wet clothes, rub him perfectly dry, whilst several assistants are warming

blankets; and when dry he is directed to be laid upon a table, with two blankets under him; a third is wrapt round his body, and should be removed when it loses to any considerable degree its original warmth. This operation is to be repeated, until signs of recovery become apparent. While this process goes on, at least four assistants are employed in rubbing the legs and arms. Neutral saline bodies, and especially common salt, have been used at this time and in aid of friction; but if in a chemical point of view, we are at a loss to see how it operates, most probably warm ashes, or any similar substance, by its mere mechanical power, and temperature, may answer every purpose. Whilst this is going forward, a diluted solution of ammonia is applied to his wrists and ancles (for a strong solution of the *liq. ammon. pur.* would have a tendency actually to dissolve the *epidermis*, and even the *cutis* itself in many cases. The ordinary spirit of harts-horn is consequently often employed; and a feather steeped in it is to be applied every ten minutes to the nostrils; bladders of hot water, in this case, to the feet and armpits, have a very important value. Others have found much advantage by dipping a blanket into boiling water, wringing the same as dry as possible, and wrapping the patient closely up in it, when undressed. This is recommended to be repeated every ten minutes for two or three hours.

But whilst these external applications of restoring heat to the body are going forward, internal means of rousing the heart and arterial system to action must not be neglected. This is material both with a view to the maintenance of a fit degree of animal heat, and to the support of the nervous system itself.

The smoke of tobacco, or other stimulants, applied by way of clyster, and air passed through the nostrils into the lungs, are employed with success occasionally. But *oxygenous gas*, from a suitable pneumatic apparatus, or, what is still better, the *nitrous oxide*, might be used with still greater advantage; if we calculate upon their effects on the human body being analogous to those they usually produce upon animals that have been drowned or suffocated, by the deleterious effects consequent to the inhalation of *hydrogen gas, carbonic acid, carburetted hydrogen, sulphurous acid gas, nitrous air*, or the compounder gases, constituting the *choak* and *fire-damps*, with other deleterious vapours. But it is to be lamented, that, however important these means are, and however efficacious they promise to be, still they are seldom used in aid of other means probably at hand, and usually recommended in cases of suspended animation. It is desirable, that in every situation where there is a life-boat kept, such an apparatus as would at once yield these valuable gases, should be its companion. It is usual in the injection of the fumes of tobacco, to have a common clyster bag, and at the other end have a common tobacco-pipe firmly attached to it. The bowl of the pipe is to be filled with tobacco, and well lighted: then by applying a playing-card formed in the shape of a funnel, round the bowl of the tobacco-pipe, and blowing with the mouth at the other end, the bag may be filled with smoke; and this may be injected into the intestines, by simply filling and compressing the bag or containing bladder.

For throwing air into the lungs, the stem of a common tobacco-pipe may answer. This should be introduced into one of the nostrils, and at the same time the other is to be closed by a finger, as well as the mouth. Blow pretty strongly. When the lungs are full, by pressure on the breast the air may be forced from the lungs again. This process should be continued for at least half an hour. It is usual to administer the tobacco-fumes and the inflation of the lungs alternately, but there is no good reason, why the operations should not proceed together. And it is recommended, that these processes be persevered in, even for hours, although no signs of life appear.

At the same time that we do not deny to these methods their respective portions of merit, we cannot help adverting to the general value of electricity in cases of this nature. But it has been too frequently a subject of regret, that the objection to its employ depends upon the incompatability of its excitation, near enough to the spot where the accident may have occurred. We allude to cases of drowning. This has been matter of very sincere regret to the humane, and scientific portion of the community. And it is this circumstance, which has induced us to point out a very ready means of immediately, and in any place, or at any season, presenting efficaciously this powerful and penetrating agent. For as muscular motion is dependent on *nervous excitement*, in the first instance, and as the heart, and not the brain, is possibly the *primum mobile*, so the nervous system must be stimulated; and to no stimulus is it so obedient as to the energy of electricity.

We would therefore recommend a galvanic battery, of at least two hundred series, (any portion, or the whole of which according to its effects, should be employed). This apparatus as the discs of the battery need not be more than two inches square,) may be brought to the water's edge in case of drowning. The party should, if dressed, be as soon as possible got into a slipper bath, of the temperature named above; and having put a shilling, to which a brass or other metallic wire is attached, into the mouth, and another to any of the intercostal muscles, or under the arm-pits, or to the soles of the feet, or indeed any of the more sensible parts of the surface of the body, the other points of the wire being at the same time brought into contact with the two poles, or zinc and copper terminations, of the battery, an action of the whole body is perceptible on contact, and this is to be repeated, which is done after every successive interruption of contact, by the wires. It is to be observed, that, as the diaphragm consents with the olfactory membrane from the sympathy between the nerves distributed upon either, it may be found advisable to present one of the wires to the interior part of the nostril, rather than to the mouth. The energy is increased considerably in consequence: and this is valuable in particular, when life has been suspended by the inhalation of deleterious vapour. Indeed the system of sympathy, or consent in medecine, seems too little attended to, though with Dr. Whytt, we agree, that it is often of the utmost consequence to success in the art of healing.

It will frequently be found desirable to apply the influence through the body, by bringing a conducting wire from the copper end of the battery, to

the water under the region of the head, while the patient is in the bath, and another wire from the zinc termination of the battery, to the liquid surrounding the feet, or to touch, if the patient be in a slipper bath, the external part of the bath (it being metallic and hence a conductor of electricity) opposite to where the feet are within. Thus the whole force of the apparatus will be passed through the patient; the animal body being a better conductor than water, of the electrical influences thus excited by the arrangement of volta. Sneezing is a good symptom, and is often produced immediately by this galvanic application, to the expulsion of the azotic-elastic fluid, which must be got rid of before circulation can be reproduced, and consequently before we are to hope for perfect restoration of the energies of vitality. Indeed the galvanic influence, on this peculiar modification of electricity, produces effects so analogous to those furnished at the instance of the will, that many physiologists have indulged themselves in theorising, on this, as synonymous with the supposed nervous fluid itself; and therefore, as, of all other powers, most essential to vitality.

If after this, and any other auxiliary means judiciously applied, the party begin to breathe, if his pulse manifest a perceptible return of arterial action, or if the spark of latent vitality otherwise discovers itself, and more especially if the power of deglutition, or swallowing returns, a few table spoons full of diluted brandy should be taken. If the breathing be very hard, and the face swelled and livid, six or eight ounces of blood may be taken away with advantage. During bleeding a horizontal position is to be preferred, lest deliquium comes on. When matters take this favourable turn, and the patient is in a degree recovered, he should be put to bed in warm blankets, his feet kept warm by flannel, with the occasional addition of diluted but cordial stimulant.

Before we conclude this important topic, we may be permitted, without impropriety, to mention the effect of the warm bath and the galvanic energy, not only in cases of apparent death from hanging, or suffocation from whatever cause, (we mean however that these efforts are never to be expected to be applied with advantage, in cases of organic lesion,) but also in cases of exposure to extreme cold. For in our own temperate climate the seasons are often so intensely cold, as to be fatal to those who are unfortunately exposed to their direct severity. In those cases, in lieu of the warm bath, the body is to be rubbed with snow, or surrounded by a sheet dipped in ice-cold water; and the galvanic process is to be used in addition, untill signs of life appear. Hence its importance in cases of paralysis, when derived from exposure to extreme cold. On the re-appearance of life, the method adopted in the cases above alluded to, should be employed.

In cases of chilblains, or of a single member being frost bitten, it is to be treated precisely after the same manner. Carpue in his treatise, has pointed out the importance of electricity in the very disagreeable affection of chilblain. We shall further observe, that if the limbs still remain benumbed, after a continuance of these means for some hours, a warm cataplasm of bran and water may be applied, and the patient should take as much bark in powder, as will lie on a shilling, every two or three hours.

His beverage should be, in this case, the most generous port wine to be had; or in lieu of it, brandy and water. After all, should mortification come on, as will be obvious by the livid appearance of the parts, and their deficiency in feeling; give the bark, and dress the part with basilicon, made warm in a spoon, and apply pledgets hot, thrice a day, giving an opiate at night.

The method which has been above recommended, it is hoped will not be the less acceptable, because its importance is as obvious, as its application is easy. We need not add that a portable galvanic battery, such as is alluded to, and which is quite competent to all the purposes described, should be within reach on such lamentable occasions, and it may be obtained at a comparatively moderate expense. Month. Mag.

HYDROGRAPHY.

MR. EDITOR, *Greenwich, 20th June,* 1809.

IN conformity to the requisition of your Correspondent, Mercator,* I offer you a few remarks upon a portion of the Anatolian shore of the Black Sea, interesting to the security of navigators, and important to be noticed in rectifying the hydrography of those parts: that is to say, from Constantinople to the next place of note eastward, Erekli, comprehending about 60 marine leagues, subdivided into the following stations or usual anchorages of the coasting craft, viz.

	Leagues.
Kavak (in the Bosphorus or Boghaz)	5½
Riva R. (Rhebus Fl.)	2
Killy *alias* Kiléh	9
Akova R. (Psilis Fl.)	6
Kochouk-Kefken (little)	6
Boyouk-Kefken (great)	1
Kelpeh, *alias* Kirpeh	2
Sakkara R. (Sangaris Fl.)	12
Akchéh-Shehr	9
Olaplou, *alias* Alepli	4
Erekli, *alias* Erégri (Heraclea)	3½
Distant Leagues	60

Constantinople is in latitude 41 deg. 1 min. 27 sec. N. and longitude 28 deg. 55 min. 15 sec. E. The Bosphorus, from the Seraglio Point to Fener, called by Greek sailors Fanarakki, is 18 miles in length. Killy is the place on the coast nearest to Is-Nikmid (Nicomedia), the isthmus there being scarcely eight leagues across. That nearest to the north end of the lake Sabanjeh is the mouth of the river Akova, distant ten leagues. Kefken and Kelpeh having sometimes been improperly confounded, it is requisite to distinguish that under the former name are designated two small bays,

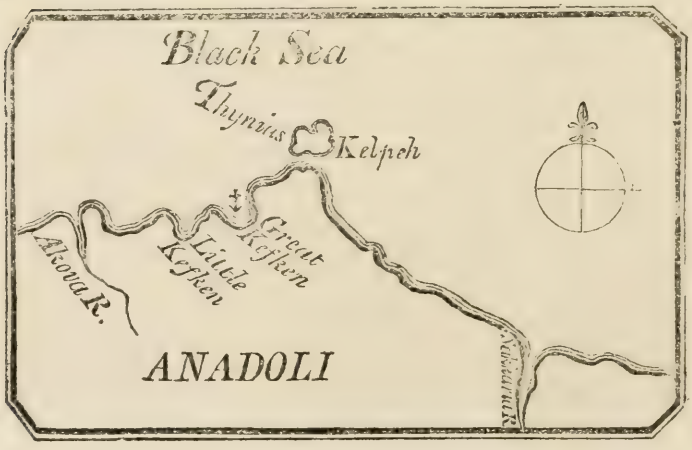
* Vol. XXI. page 219.

of which the greater, Boyouk Kefken, is in latitude 41 deg. 0 min. N. and longitude 30 deg. 4 min. 30 sec. E. The latter is an anchorage about 2½ miles farther north eastward, formed by an island called Thynias or Apollonia. In the year of the Hidjreh, 909, A.D. 1503, it was proposed to Sultaun Bayazed II. by Sinan Pasha, to cut a canal from the navigable river Sakkara to the lake Sabanjón, which it approaches very nearly, and from the latter to the gulf of Is-Nikmid, not more than five leagues: whereby ship-timber, of which there is abundance, could be much better conveyed to Constantinople than by the present mode of floating it in rafts down the river, and thence by sea, attended by no small risk and uncertainty: but the Pasha's patriotic project has remained without effect. From Erekli inland to Boli (representing the ancient Hadrianopolis) is 13 leagues. The latter is a town of about 3,000 inhabitants, on the great eastern road to Baghdaad, &c. with a good deal of trade, derived from the considerable thoroughfare, from the productive quality of the circumjacent lands, and from a small manufactory of iron tools and implements of the coarser kind. This is the best route to India.

Erekli is in latitude 41 deg. 17 min. 51 sec. N. longitude 31 deg. 27 min. 20 sec. E. determined by chronometer. It is agreeably situated, but in a state of decay. At the north-west extremity are the remains of a mole or jetty, extending about a cable's length into the sea, and which probably served to form the antient port between the town and the mountain of Cape Babba. This is the anchorage for large vessels, and where frigates are sometimes launched for the Ottoman navy.

The Black Sea presents numerous vestiges of hydraulic architecture, of judicious and skilful construction; these are almost invariably attributed by the indigenous mariners to the Genoese, and give a striking idea of the extent and solidity of their establishments. The district comprehended in the preceding remarks is denominated in the language of Ottoman administration Khodja-Ily; and formed part of Bithynia.

IASON.



MARINE SCENERY.

THE FERRO ISLANDS.

(From the Danish.)

THE surf which prevails around these islands is very remarkable, and in winter in particular and the early part of the spring exhibits an awful and most wonderful spectacle. During bad weather the sea becomes very much agitated, and billows of a tremendous size are dashed against the coast with prodigious force. Those parts of the coast which lie open towards the sea are the most exposed to this violence; and in those bays which have a sandy bottom the sand becomes accumulated, and makes the waves rise to an astonishing height.

Where the waves meet with opposition from projecting rocks, the water thrown up into the air falls down with a rattling noise, and a person may stand safely at the bottom of the rock and be a quiet spectator of this singular phenomenon. Sometimes the waves are dashed into the apertures and cavities between the projections of the rock, and produce a most frightful noise, which seems to make the rock tremble from its foundation.

These effects are different according to the nature of the place; but near Quivig, in Nordstromoe, they are almost all united; so that during the tempestuous season of the year, and particularly in the night time, the noise occasioned by them is like continued thunder, or a long and heavy cannonade.

Sometimes the surf takes place in calm weather, or when the wind blows from the land; but I am firmly of opinion that it is occasioned by storms far out at sea. When the wind blows in shore, a part of the surf is carried up into the atmosphere in the form of vapour, and conveyed to a considerable distance, and sometimes even to the tops of the hills. The clergyman's house at Kirketai, near Quivig, stands at the distance of two hundred paces from the sea, yet during tempestuous weather the surf is dashed against the windows in the form of rain, and the sea-water often desposits crystals on the panes of glass as large as the half of a grain of pepper. Hence it is evident, that the sea-vapour, or sea-fog, as it is generally called, may have a considerable influence on the climate of these islands.

When a calm takes place after stormy weather, the seas in consequence of the agitation into which it has been thrown, may continue some days restless and covered with foaming surges, which the inhabitants of Feroe call *Sinnarilska*; and the sea, when in that state, however fine the weather, is exceedingly dangerous. But the surface of the sea, even in a perfect calm, may sometimes be very smooth, and have a billowy motion, to which, the islanders give the name of *Aleta*. This motion is much like a perpendicular vibration, for the billows rise to a considerable height, and then fall quietly back again, without the least violence or noise. It is exceedingly difficult for a boat to be rowed or to sail through these swelling surges, for they communicate to the vessel a motion similar to that which one experi-

ences in a swing. Sometimes the boat seems to be raised on its stem and sometimes on its stern. At one time it is elevated on the ridge of the billow, and at another is precipitated into a watery gulph, where nothing is seen but a lofty mound of water, as it were on each side, Sometimes the boat remains suspended in a state of vibration on the summit of the wave; but if the boat be rowed forwards, and the wave sink beneath it, there remains a vacuity under part of the boat so that it falls down with a splash into the cavity, making the water fly out from it on both sides. Navigation in this state of the sea is attended with another inconvenience. When a boat is near the land, where there are holes or fissures in the rocks, the water is driven into them, and the air contained in these cavities being compressed, forces its way out with a loud report like that of a cannon, carrying with it the water in the form of smoke or vapour, in which the rays of the sun produce sometimes a beautiful rainbow.

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when prose avail'd no more.

FALCONER.

THE RETURNING SAILOR

AN ODE.

THE Sailor from far distant climates returning,
In thought clasps the friends whom he left on the shore;
He dreams of the scenes, where in life's cloudless morning
He sported—and longs to behold them once more:
His heart swelling big with each tender emotion,
Impatient, complains of the ship's tardy motion,
Tho' swiftly she glides o'er the breeze-ruffl'd ocean,
Fond Fancy, with eagerness, leads on before.

Arrived in the bay whence at first he departed,
His eyes beam with transport!—his toils are forgot!
He sees the green hills where he wandered light-hearted,
Ere first he abandoned the dear native Cot;
He bounds to the shore, ev'ry object awaking
The sorrows he felt when his country forsaking—
His friends here he left, while his bosom was aching,
From NANCY he parted, with tears, on that spot.

So WILLIAM returned—seven years had he wandered,
And all the keen blasts of misfortune gone through—
Nor ever yet once his affections had squander'd,
His passion for NANCY remained ever true:

At parting they vow'd—and he gave her a token;
But women are faithless—her vow she had broken!
Another she wed!—to her shame be it spoken—
While WILLIAM the phantom of wealth did pursue.

GAELUS.

WOMAN.

FROM W. M. TARTT'S POEMS.

THE dreadful toil of battle o'er,
When the warrior, bath'd in gore,
Seeks his native home again,
And leaves the carnage-glutted plain,
Where, in one promiscuous heap,
The friend and foe unconscious sleep;
Where, by the pale moon's feeble ray,
The war-fiend wings his gloomy way,
And smiles upon the horrid sight,
With all a demon's curst delight;
What meed can soothe such dreadful toils
But WOMAN's love, but WOMAN's smiles?
Reclin'd upon her heaving breast,
Each deadly thought is hush'd to rest.

When o'er the billowy ocean borne,
From home, and social pleasures torn,
The seaman plows the wat'ry waste
Amid the desolating blast,
While the dark spirit of the storm
Raises his fear-inspiring form,
And death in ghastliest shape appears,
'Till even the hardy seaman fears,
As 'midst the light'ning's livid hue,
The pointed rock assails his view;
Say, all his dreary dangers o'er,
And gain'd again his native shore,
What can reward such dreadful toils,
But WOMAN's love, but WOMAN's smiles?

Yes WOMAN, dearest boon of heaven!
To thee, alone to thee, was giv'n
To lull each bitter woe to rest
That ever pain'd the human breast;
Thy lovely smile and sparkling eye
Can give a purer zest to joy;
Thy converse sweet can aid impart
To cheer the mourner's drooping heart,

Can give each blissful feeling birth,
And raise a Paradise on earth;
Each woe's forgot, repaid each toil
By WOMAN's love, by WOMAN's smile.

THE BRITISH OAK.

WHEN vegetation from the new form'd earth,
Call'd forth her first green progeny, to thee
She gave distinguish'd eminence of birth,
She mark'd thee for the forest's kingly tree.

Thou can'st not brook the clime where tyrants reign
And cringing slaves unmanly homage pay—
Still at the sight of loath'd oppression's chain,
Thy verdure sickens, and thy nerves decay.

But in the land where liberty and law,
Their blended influence happily unite—
Where justice keeps enormity in awe,
And weighs with equal beam the wrong and right.

There thou delight'st to fix thy stable seat,
Luxuriant here thy native honours spread,
The muses consecrate the lov'd retreat
And taste and genius round it lustre shed.

Then rear thy green head to the summer gale,
Let all thy towering branches proudly wave,
For 'till the pow'rs of vegitation fails,
No tyrant freedom's fav'rite shall enslave,

THE OCEAN.

O THOU that, in the meditative mind,
Inspir'st such awe, such wonder, and delight,
As on a hollow, rugged rock reclin'd,
The stranger views thee from its towering height,
And sees thy angry, rushing billows rise,
Now mounting high, then sinking deep again,
Then starting up and mingling with the skies,
Borne on the bosom of the sounding main:
Again repell'd, by mighty force they're thrown,
And fall again upon the yielding sea;
'Till actuated by a power unknown,
They sink in calm, and all is harmony.
No more in high majestic mountains tost,
In sweet delightful calm thy angry gusts are lost.

NAVAL HISTORY OF THE PRESENT YEAR, 1809

(June—July.)

RETROSPECTIVE AND MISCELLANEOUS.

EVERY flattering hope, respecting the emancipation of the Continent, has again vanished. After several weeks of inaction, between the main French and Austrian armies, on the banks of the Danube, two sanguinary battles were fought, on the 5th and 6th of June, which terminated in the retreat of the Archduke Charles to the Bohemian frontier. It was at first believed, that his retreat had been effected in good order; that the French had suffered at least equally; and that, from the loss which the enemy had sustained, they were unable to pursue. On the 10th of the month, however, the Rear of the Austrian army was overtaken; and, in the midst of an engagement which ensued, on the 11th, Prince John of Lichtenstein arrived at the out-posts of the French army, with proposals for an armistice. Buonaparte immediately ordered the firing to cease; and, on the following morning, a suspension of arms, for a month, with fifteen days' notice of the intended recommencement of hostilities, was agreed to. The terms of the armistice are wholly in favour of the French, who, it is feared, will extort a peace from the Emperor Francis, of the most humiliating description. Buonaparte is said to have returned to Paris.

THE EXPEDITION.

We are happy to find, that the British expedition, announced at page 498 of the preceding volume, has not been countermanded, nor even suspended, in consequence of the disastrous intelligence from Germany. It sailed from the Downs in four divisions, on the 27th of July; and, from the subsequent favourable state of the wind, there is every reason to suppose, that it reached the first place of its destination, at a very early period. Sir Richard Keates is the senior naval officer, and the Earl of Chatham is the military commander-in-chief. The Portsmouth division alone consists of 18 sail of the line, besides other ships and transports, with 15,000 troops on board; and the total number of men employed, including seamen and marines, is estimated at nearly 80,000; a force so truly formidable, that we cannot be surprised at the alarm which it is understood to have excited on the enemy's coast.

The following statement, of the primary object of this expedition, is given by a paper apparently in the confidence of government:—

"The operations will commence by landing the numerous gun-boats on board the fleet either in the West Put, at the entrance of the Scheldt, or Sluys Roads, comprehending the coast of Cadsand (according as the weather may prove,) where the men-of-war are to anchor. The immediate intention is to embark on board the boats the troops destined for the main attack of the island of Walcheren, in the West Put, and the most judicious precautions have been projected to prevent the enemy's gun-boats from annoying them. The first attack, however, will be made upon Cadsand, and south Beveland will immediately after be assailed. The possession of the former

being necessary to the future operations, it is to be attacked by the whole of a strong brigade, led on by the gallant Marquis of HUNTLY; and this brigade, if necessary, is to be joined by another, as nearly the whole of the brigades of the right wing will at this juncture be in the Wieling Channel, Schowen, Dayveland, and North Beveland will at the same time be attacked, and in this enterprize the brigade of guards will be employed. In the van squadron will be embarked the brigade of general HOPE, which is destined either for Domburgh or the Veer Gat, as circumstances may deem expedient; and this brigade will also have a view to the service of Tengoes, on south Beveland. One of the brigades is to be held in readiness to land below the Nolle Battery, in the event of the enemy sending any great force to Zoutland to repel our force, by which means his retreat to Flushing may be cut off. The principal attack upon the island of Walcheren is to be made by the Portsmouth division, commanded by general COOTE, and a brigade is to be allotted for a service of demonstration. The rowing boats to a great amount are to precede the flat boats, and when they are within reach of grape from the shore, they are to open upon the enemy, drawing off in equal divisions to the right and left, making room for the flat boats to push in, and covering them till the field artillery is ready to move forward. The bombs to take certain stations, and to be ready to commence a bombardment when directed."

The possession of the Islands of Walcheren and Cadsand will give us the entire command of the Scheldt, the ports of which, since Buonaparte has annexed Walcheren to France, have been made the chief nursery of the French navy. They at present contain a considerable number of ships of war ready for sea, and many on the stocks in a state of great forwardness: all of which, we trust, will be either taken or destroyed, and Buonaparte be thus deprived of his last means of fitting out a naval force for our annoyance. It is thought, that our occupation of Walcheren will not be of a temporary nature; for it is understood to be tenable by us in all seasons of the year; and, besides its advantages, as a naval station, it will have the important effect of neutralising a considerable portion of the enemy's territory.

The destruction of the French flotilla, at Boulogne, is conjectured to be a secondary object of the expedition; and it is not unlikely, that several other parts of the enemy's coast may feel the effects of British prowess before it returns.

LORD GAMBIER'S TRIAL.

In consequence of the sailing of the expedition having been protracted beyond the expected period, the trial of Admiral Lord Gambier did not commence till Wednesday the 26th of July. On that day, the court-martial assembled on board the Gladiator, in Portsmouth harbour, Admiral Sir Roger Curtis, Bart. President. The general charge against his lordship, as stated in the order for assembling the court, was, that on the 12th of April, the enemy's ships being then on shore, and the signal having been made that they could be destroyed, did for a considerable time neglect or delay taking effectual measures for destroying them. The object of the

Court was also to enquire into the whole conduct of Lord Gambier, as commander-in-chief, between the 17th of March and the 29th of April. After several official documents had been put in and read, a chart of the Isle of Aix, agreeably to that which we have given at page 403 was produced. The log-books of several ships of the squadron were also produced, and their contents verified. Mr. Spurling, the master of the Imperieuse, (Lord Cochrane's ship) underwent a cross-examination of considerable length, the objects of which seemed to be, to prove, that the witness had, since the action, made certain alterations in the log-book of the Imperieuse, conformably to what appeared on the log-book of the Indefatigable; and that those alterations had been made by the order, and with the knowledge of Lord Cochrane. These insinuations, however, were satisfactorily refuted.

Lord Cochrane was examined at great length. His evidence went generally to prove, that Lord Gambier had been guilty of great delay, at the time specified; that the station which he chose, though a good one for observation, was not proper for an attack; and that, had Lord Gambier complied with Lord Cochrane's signal, at the proper time, half the fleet, or even two ships, would have been sufficient to effect the complete destruction of the seven French ships which were on shore.

On Thursday (the 27th) Lord Cochrane's evidence was closed, Lord Gambier declining, at that time, to ask him any questions.

Admiral Stopford was next sworn and examined. He thought that neither neglect nor delay had been apparent in Lord Gambier's conduct.

On the 28th (Friday) the examination of Admiral Stopford was closed. His evidence was, throughout, highly favourable to Lord Gambier. Mr. Spurling, the master of the Imperieuse, was re-examined, as to the depth of water, the rise of the tide, the extent of the enemy's batteries, &c. on the Isle of Aix. Captain Wolfe, of the Aigle, and Captain Rodd, of the Indefatigable, who were next examined, were both of opinion, that there had been neither neglect nor delay, on the part of Lord Gambier; and that every thing had been done, that the nature of the vessels employed in the service admitted, for the destruction of the enemy's fleet. The case for the prosecution here closed, and Lord Gambier stated, that he expected to be able to enter on his defence on Monday.

On the 5th of June, a small English squadron, consisting of four gun-brigs and two sloops, from Heligoland, arrived at Cuxhaven, and drove the enemy out of that place, demolished the batteries, and obliged the Municipality to lay down the buoys in the Elbe, which had been taken up by the French. The military force of this little expedition was only 120 men. The Dutch troops who were left in possession of the place fled, and the inhabitants testified the greatest joy at seeing the English flag once more flying in their port.

According to the latest intelligence from Portugal, Sir Arthur Wellesley, having formed a junction with General Cuesta, was marching towards Madrid. Joseph Buonaparte is again reported to have abandoned that capital.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY OFFICE, JUNE 21, 1809.

Copy of a Letter from the Hon. Captain Irby, of his Majesty's ship Amelia, addressed to Admiral Lord Gambier, and transmitted by his Lordship to the Hon. W. W. Pole.

His Majesty's Ship Amelia, off St. Andero,
MY LORD, *10th June*, 1809.

ACTING in obedience to your lordship's order of the 15th ult. I received information of an attack being about to be made by the Spanish Patriots, on the French troops in possession of the town of St. Andero; and having established signals between his Majesty's ship under my command and the fortress of Golczand, I proceeded off this place in company with his Majesty's ship Statira, she having joined me on the 8th inst. but a strong wind and current prevented our getting up till this day, when, on our approach, firing was observed in every direction on the shore, and several vessels trying to effect their escape out of the harbour, which were captured as per margin,* one boat only getting away; more must have escaped but were prevented through the activity of Captain Boys, in his Majesty's ship Statira. They appear fine vessels, and have several of the French army on board, with chief part of the hospital Staff. The corvette is the same lately so gallantly engaged by Captain Skinner, in his Majesty's sloop Goldfinch, and since by the Black Joke Lugger, and has proved a great annoyance to our trade. I learn by a Spanish officer, who came to me from the shore, (aide-de-camp to General Ballestero,) and by our own boats which I sent on shore, that the French Troops have all surrendered, and that the town is in possession of the Spanish patriots under the command of General Ballestero.

In consequence of the number of prisoners, I have sent the Statira into port with the prizes, and shall remain myself off this coast, in hopes of being able to render further assistance to the Spanish cause.

I have the honour to be, &c.

To the Rt. Hon. Lord Gambier, FRED. PAUL IRBY.
Admiral of the Blue, &c.

JUNE 24.

Captain Goate, of his Majesty's sloop the Mosquito, has transmitted to the Honourable William Wellesley Pole, two letters from Lieutenant Mansel, commanding the Patriot gun-vessel, giving an account of the

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* French national ship corvette La Mouche, Captain Allegre, 16 brass 8-pounders, and 180 men.

French national brig La Rejouie, Captain Breton, 8 8-pounders, and 51 men.

French national schooner La Mouche, No. 7, Captain Carnafe, 1 4-pounder gun, and 25 men.

Lugger La Legere, Captain Sequire, not being sea-worthy the cargo put on board La Rejouie.

Lugger Notre Dame, Captain Bergo Chin, 5 men, being a Spanish vessel seized by the French; the cargo put on board La Rejouie.

capture, by that vessel, of a Dutch national gun-vessel of one gun, with swivels, and ten men, in the river Jahde; and of a Danish privateer of one gun and six swivels, and twenty-five men, off Langerooz; and also of the Destruction, by the Patriot, and Alert hired vessel, of two French privateers and a sloop, in the Jahde.

JULY 1.

Copy of a Letter from the Honourable Captain Jones, of His Majesty's Sloop the Talbot, addressed to Rear-admiral Sir Commodore Nagle. Commander-in-chief at Leith, and transmitted by the latter to the Hon. W. W. Pole.

His Majesty's Sloop Talbot, off the Naze, of Norway, June 13, 1809.

SIR,

I have the honour to inform you, that I have this day captured the Danish privateer named in the margin,* after a short chase, having two long guns on board, which she dismounted during the chase, also a number of small arms and a complement of eleven men. She left Norway this morning, and has made no captures.

I am, &c.

ALEX. JONES.

To Sir E. Nagle, Knt. Rear-admiral of the Red, &c. Leith.

JULY 4, 1809.

Copies of Two Letters from Captain M'Kinley, of His Majesty's Ship the Lively, to the Honourable William Wellesley Pole.

SIR, *Lively, Vigo, June* 7, 1809.

Be pleased to inform my Lords Commissioners of the Admiralty, that, yesterday evening, an express arrived from a Spanish Officer at San Payo to Commodore Juan Don Carransas, that the Conde de Morona was retiring with his Division of the Galician army from Pontevedra to that place, and desiring boats might be there to convey the troops across the river, (the bridge having been broken down on the 7th of May,) Commodore Don J. Carransas requesting assistance, Captain Winter with the Cadmus (who had been obliged to put back from stress of weather) immediately sailed up the river with the Portuguese schooner Curiosa, under my orders from the Honourable Vice-admiral Berkeley, the Tigre Spanish schooner of war and as many boats and vessels as could possibly be collected.

This retrograde movement caused me much anxiety, and I very early this morning went up in the barge to San Payo, where I found Brigadier-General Carrera strongly posted on the south side of the bridge (the Conde de Norona being at Redondela), and in my interview with him, I learnt that the Enemy, after the Brigadier General had taken Santiago, united his forces from Lugo to those of Corunna, amounting to eight thousand men, two thousand five hundred cavalry, with several field-pieces and some twelve pounders.

This force being very much superior to the Brigadier's, he retreated to Caldas and Pontevedra, where the Conde de Norona joined. From the excessive and continued heavy rains we have had of late, much of the ammunition was unavoidably damaged, and Pontevedra being too distant to receive any more when attacked, the falling back on such a strong position

* Lovén.

was well conceived and most ably executed. On a height, above the bridge they had a battery of two eighteen-pounders, and this army was increased to between six and seven thousand men armed, and three thousand fine young men without arms, one hundred and twenty horse, nine field pieces, acting under the immediate direction of the Brigadier-General.

At nine the enemy appeared on the other side, in great force, and although the Galician troops had undergone much fatigue, and suffered greatly from the inclemency of the weather, to which they had been constantly exposed, yet, on the approach of the enemy nothing could exceed the animation and spirit of the soldiers, all was alacrity and confidence, and I left the Brigadier-General, and was saluted by the enemy from their field-pieces, but without hurting us, although nearly within musket-shot; at half-past nine they opened their fire on the Spaniards, which was most spiritedly returned and their field artillery was moved with great alacrity and well served.

On my return on board I landed my marines and twenty-five seamen at the Castle (having taken them on board some days past); and Lieutenant-Colonel Carroll, in the most zealous and handsome manner, offered his services to assist Captain Crawford in defence of the Castle, Sixty soldiers, whom he brought from Gijon with him, (part of our army,) at his earnest request were landed, and I supplied them with arms; and every thing was put in the best possible order of defence by Commodore Don Juan Carransas, Don Bernardo Gonçalez the Governor, and Captain Crawford, of his Majesty's ship Venus.

I have the Honour to be, &c.

GEO. M'KINLEY.

SIR, *Lively, Vigo June 12th*, 1809.

I concluded my letter of the 7th instant, which I did myself the Honour of writing to acquaint you, for the information of my Lords Commissioners of the Admiralty, that the enemy had began an attack at half-past nine that morning on the Spanish troops under the command of Brigadier-General Carrera, on the south side of the bridge of St. Payo.

I have to request you will be pleased to make known to their Lordships, that the enemy, having taken post on the north side of the bridge, a pistol-shot across, in houses, and in a wood a little below it, kept up his attack, supported with field artillery and three twelve-pounders, with great vivacity during the whole of that day (the 7th), which was sustained by the Galician army with great coolness and bravery.

During the night of the 7th, the enemy erected a battery. Commodore Don Juan Carransas sent up three gun-boats, one of which Captain Wynter manned, under the charge of Lieutenant Jefferson, his first Lieutenant. At day-light in the morning of the 8th, the enemy opened his fire, both on the Galician troops and the boats: the latter of which, from the tide being up, got near, and destroyed the enemy's batteries. At the fall of the tide the enemy made two desperate attempts to cross below the bridge with his cavalry and infantry, but the great courage and spirit displayed by our friends repulsed them with great slaughter. A body of them went higher up the river to the bridge to Sottomayor, and that active and brave officer Don Pablo Murillo was detached with a division to oppose them, and the enemy, after persevering for an hour and an half, were obliged to give way to the superior gallantry of the Spaniards, and retreated to San Payo, where another attack, during a thick fog, was again made by the enemy, who, as in the former ones, was driven back, and Marshal Ney, who commanded the french troops, consisting of eight thousand men, two thousand five hundred cavalry, with field artillery and two twelve pounders, experi-

anced a defeat from a new raised army consisting of six thousand armed men, and three thousand without arms, and some small field artillery, with two eighteen-pounders, and in the night they retreated, leaving some of his wounded. The enemy burnt many of their dead, and in one pit have been discovered thirty buried; his loss must have been great. The loss on the side of the Spaniards has been trifling, only one hundred and ten killed and wounded. Captain Wynter, who was some time at the camp, and who had a narrow escape, a grape shot having grazed his hat, described to me that such was the animation of the Spanish troops, that it was with difficulty they were restrained by their officers from pushing across.

Thus, Sir, the spirit and good conduct of this division of the Spanish Galician army who, though without almost every part of clothing, and exposed to heavy rains without shelter, had shewn to their own Nation, and to all Europe, that they are inspired with ardour for the delivery of their country from the cruel usurper, which alone a brave and loyal people can feel; and the merit of their commanders bears so conspicuous a part, as their lordships must appreciate much better than I could take the liberty of expressing of officers superior in rank to myself. And it is but just to say, that the officers employed in the gun-boats, executed well the instructions they received from Don Juan Carransas, whose unwearied attention to give every aid and assistance to the army with the most active promptitude excited admiration.

Lieutenant Toledo, commanding the Tigre spanish schooner of war, who was up the river to give succour, was most active, and Lieutenant Alves, commanding the Portuguese schooner Curioza, was alert and zealous to support the cause; and you will also be pleased to express to their lordships the happiness I feel in being enabled to inform them that Captain Wynter and the British officers and men felt all that ardour to assist real friends which is inherent in their character.

I have the honour to be, &c.

GEO. M'KINLEY.

JULY 8, 1809.

The following particulars relative to the evacuation of Corunna and Ferrol by the French, are contained in a series of letters from Captain Hotham, of his Majesty's ship the Defiance, to Admiral Lord Gambier, dated from the 22d to the 30th of last month.

In consequence of the defeat sustained by the enemy's army under Marshal Ney in the action against the Spanish forces at the bridge of the Puyo, that general fell back on Corunna on the 13th June, and immediately began to take measures for relinquishing the possession of that place and Ferrol, removing his forces by divisions to an encampment three leagues in advance from Betanzos towards Lugo. The last divisions of the French left Ferrol on the 21st and Corunna on the 22d after having in both places spiked the guns and destroyed the defences on the landside, together with the magazines and stores of every kind, and completely disarmed the places and their inhabitants.

The proximity of the enemy's position continuing to hold the authorities established by the French at Corunna in subjection through the fear of his return, no communication being suffered with the British ships but by flag of truce, and the state of defence in which the batteries and lines on the sea side were left, rendering it dangerous for the English to land or approach the coast in the event of the re-appearance of any of the enemy, Captain Hotham on the 24th ordered a detachment of seamen and marines to land and disable the guns on the different batteries bearing on the an-

chorage, offering at the same time to the governor the services of the detachment in rendering any assistance that might be in its power to the cause of the Spanish patriots. The cannons and mortars on the sea lines at Corunna, and in the forts commanding the Bay, were accordingly all dismounted on the same day, leaving untouched those on the lines towards the land which had been spiked by the enemy.

On the 26th Captain Hotham sent Captain Parker, of his Majesty's ship Amazon, to Ferrol, where he was received by the people with the loudest acclamations of joy, and received from the higher orders of the inhabitants the strongest possible marks of attachment to the English, and happiness at seeing once more among them an officer of that nation. The castle of San Felipe, however, was still under the command of a person appointed by Marshal Ney, and attached to the French interest, with a garrison composed of a detachment of a legion raised by the enemy during their possession of Ferrol and Corunna; and on the 27th Captain Hotham received information that the above commandant had given orders to fire on any English ships or boats that might attempt to pass the Castle. In consequence, Captain Hotham repaired to Ferrol in the Defiance, and landed the marines of that ship and the Amazon, with a party of armed seamen, under the direction of Captain Parker, who entered the castle without opposition, preceded by a flag bearing the name of King Ferdinand the seventh and the Spanish colours. The detachment then proceeded to the Town of Ferrol, where it was received in the most affectionate manner by the inhabitants, and having arrested the commandant of the castle in the name of King Ferdinand, sent him on board the Defiance. The governor of Ferrol not having any means of garrisoning the castle, the guns in it were spiked, and the powder removed to the arsenal, and the place left under the command of the former governor, who had been superseded by the enemy.

On the 28th Captain Hotham entered the port of Corunna, where he was informed by the governor that he had received instructions from the Marquis de la Romana, dated at Orense on the 27th, to proclaim his catholic Majesty Ferdinand the seventh, with advice that he had despatched a regiment from his army to attend the ceremony and garrison the place: the governor at the same time gave Captain Hotham assurances that the port was from that hour to be considered under the control and authority of the lawful King of Spain; and the captain placed himself, and every assistance that the ships under his orders might be able to afford, at the governor's disposal.

On the 29th Major-General the Conde de Norona, captain-general of Galicia arrived at Corunna from St. Jago, and was followed on the next day by General Carrera with about eleven thousand men, forming the Conde's division of the Marquis of Romana's army.

The French army under Marshal Ney moved from its camp near Betanzos on the 22d, taking the road to Lugo and Astorga. It was reported that, previously to its breaking up the camp, it destroyed its baggage and heavy artillery.

On the 27th the Marquis de la Romana was stated to be at Orense with General Mahi and thirty thousand men. Marshal Soult's position on the 16th was said to have been at Monforte and Quiraga.

Captain Goate, of his Majesty's sloop Mosquito, has transmitted to the Hon. William Wellesley Pole, letters from lieutenants Banks and Rowe, commanding the Blazer and Censor gun-brigs, stating the capture of five of the enemy's privateers and armed vessels in the rivers Jahde and Ems.

Rear-admiral Sir Richard Strachan has transmitted to the Hon. William Wellesley Pole a letter from lieutenant Banks, commanding the Blazer gun-brig, giving an account of an attack made by a small party of seamen and marines under the direction of lieutenants Man-ell and M'Dougall, of the Patriot gun-vessel and Alert hired cutter, upon a body of French douaniers and soldiers stationed at Ekwarden in the river Jahde.

The enemy being driven from their posts, two douanier boats, one Danish and five galliots were taken possession of and brought out, together with a quantity of merchandize which had been seized by the French and Danes.

This service, which was performed without any loss on our part, was executed with great judgment and resolution.

Copy of a Letter from George M'Kinley, Esq. Captain of His Majesty's Ship Lively, to the Hon. W. W. Pole, dated on board that Ship at Vigo, the 2d of last Month.

SIR,

I have the honour of inclosing to you, for the information of my Lords Commissioners of the Admiralty, a copy of a letter I received from Brigadier-General Carrera, commanding a division of loyal Spanish troops, giving an account of his taking from the French the City of Saint Jago Compostella; by which their lordships will see the spirit and gallantry of the brigadier-general, and the ardour of the troops under his orders.

I have the honour to be, &c.

(Signed) GEO. M'KINLEY.

Head-Quarters at Santiago, May 23, 1809.

Santiago is in our possession:—the enemy, consisting of three thousand infantry, with fourteen pieces of artillery, and three hundred horse, came out to meet us, and attacked us on our march in the plain called De la Estrella. Our scouts having fallen in with their Voltigeurs, and exchanged some firing, brought me the information, and I ordered the division to form in the best position that could be taken. The enemy attacked with vigour, but were unable to gain the smallest advantage. Our artillery was as good as their's was bad; not a man being wounded on our side by a cannon-ball. After an hour's firing we became impatient of suffering it, and I ordered Don Pablo Murillo to charge them on their right flank, whilst I advanced in front with the three other columns. The enemy twice took up positions, and were as often dislodged. The unevenness of the ground favoured their escape; in effecting which they shamefully blew up two ammunition chests; two others, with two of cloathing, upwards of six hundred muskets, and some horses and other articles, which I have not yet examined, fell into our hands. Murillo entered the City, and pursued the enemy through the streets to the distance of more than a league from hence. I am not yet informed of the number of slain, nor of that of the prisoners, of whom there are many. The General, Maquian, has been severely wounded by two musket shots; the second in command was killed in the field, whose insignia have been brought to me by the soldiers. Our loss has been trifling; the troops are in high spirits, and I may expect much from them. I am, &c.

MARTIN DE LA CARRERA.

Captain M'Kinley, Commander of the British Ships at Vigo.

JULY 15, 1809.

Copy of a Letter from Vice-Admiral Sir James Saumarez, Bart. and K. B. Commander-in-Chief of his Majesty's Ships and Vessels in the Baltic, to the Hon. W. W. Pole, dated on board the Victory, off Hango Head, 29th June, 1809.

SIR,

I herewith inclose the copy of a letter transmitted to me by Captain Barrett, of his Majesty's ship Minotaur, which he had received from Captain Samuel Warren, of the Bellerophon, acquainting him of an attack made by the boats of that ship, under the orders of Lieutenant Pilch, on a battery upon one of the islands near Hango Head, which, after an obstinate resistance, was carried in a very gallant manner by the party under Lieutenant Pilch's orders, who spiked the guns (four twenty-four pounders) and destroyed the magazine, which you will please to lay before the Lords Commissioners of the Admiralty.

I am, &c. JAS. SAUMAREZ.

SIR, *Bellerophon, off Dagerost, June 20, 1809.*

Pursuant to your signal to me of yesterday, I proceeded in his Majesty's ship under my command off Hango; when at sunset I discovered a lugger (apparently armed) and two other vessels at anchor within the islands; deeming it of importance to get hold of them, I anchored and detached the boats under the orders of Lieutenant Pilch; and have to acquaint you, that they had gained complete possession of the vessels, which being found were of no consequence, and under cover of four strong batteries, (not before observed), supported by several gun boats, were abandoned. It was then judged necessary, to prevent loss in returning, to dash at the nearest battery, mounting four twenty-four pounders, (and by a muster-roll found, garrisoned with one hundred and three men), which, after an obstinate resistance, was carried in the most gallant manner, the Russians retreating to boats on the other side the island. The guns were spiked, and magazine destroyed.

Lieutenant Pilch reports to me the very able assistance he received from Lieutenants Sheridan and Bentham, Lieutenant Carrington, royal marines, and Mr. Mart, carpenter (volunteers); and that more cool bravery could not have been displayed than by the officers and men employed on this service; and, considering the resistance met with, and heavy fire of grape-shot from batteries and gun-boats in the retreat, the loss is comparatively small, being five wounded, whose names are in the margin.*

It is the opinion of the officers the loss of the enemy in killed and wounded was considerable. I am, &c.

SAM. WARREN, Captain.

To John Barrett, Esq. Captain of his Majesty's Ship Minotaur, &c. &c. &c.

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* Griffith Griffiths, quarter-master; badly wounded.
Peter Jest, royal marine; ditto.
Simon M'Leese, seaman; slightly wounded.
John Butterfield, royal marine; ditto.
Thomas M'Carthy, royal marine; ditto.

JULY 18, 1809.

Extract of a Letter from Captain Goate, Commander of his Majesty's Sloop the Musquito, addressed to Rear-Admiral Sir Richard Strachan, and transmitted to the Hon. W. W. Pole, dated in the River Elbe, 9th July, 1809.

I proceeded up this river with his Majesty's vessels named in the margin,* and anchored out of gun shot of the battery at Cuxhaven, on the 7th inst. and as it was too strong to be attacked by his majesty's vessels, I was determined on landing and taking it by storm, having previously made the necessary preparations for that purpose.

At day-light on the morning of the 8th, I disembarked with Captain Watts of the Ephira, and the commanding officers, seamen, and marines, of the respective vessels; the first boats that landed were fired upon by the enemy's advanced post, and they then retreated to the battery, we marched on to storm, but from our appearance the enemy thought proper to retreat, about eighty in number, so that we took the battery (which had six guns, twenty-four pounders, and surrounded by a wet ditch) without opposition; his Majesty's colours were then hoisted on the French flag-staff, and afterwards those of Hanbuttle on the castle of Ritzbuttle, we then dismounted the guns and put them on board of vessels lying in the harbour, as well as several other small pieces of cannon, with all the shot and military stores. The battery was then undermined, and, by a variety of explosions, blown up.

I then gave the town of Cuxhaven in trust to the civil governor, and embarked all the seamen and marines.

Two French gun-boats, with two guns each, which were lying in the harbour were also taken possession of.

Although we did not meet with the opposition that was expected (as the French had sometimes five hundred men, at other times about one hundred at Cuxhaven), yet I think it my duty to inform you of the activity and good conduct of the commanders, commanding officers, seamen, and marines, on this occasion, as it was partly from their regularity in forming and marching, that induced the enemy to retreat.

Captain Pettett of the Briseis commanded afloat, and got that vessel under weigh to assist, had it been necessary.

JULY 22, 1809.

Copy of a Letter from Captain Durham of his Majesty's Ship the Renown, addressed to Vice-Admiral Lord Collingwood, and transmitted by his Lordship to the Honourable W. W. Pole.

His Majesty's Ship Renown, off Toulon,
May 4, 1809.

MY LORD,

I have the honour to inform your Lordship, that I this morning captured off Marseilles, the French national armed vessel, La Champenoise, commanded by Monsieur Chautard, Enseigne de Vaisseau, pierced for twelve guns, but mounting only six, with a crew of thirty-one seamen and fifty-two sick and wounded soldiers from Barcelona, from which port she sailed three days ago.

I have the honour to be, &c.

P. C. DURHAM.

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* Musquito (Sloop), Briseis, Ephira, Bruizer (gun-vessel), Centinel, Blazer, Pincher, Basilisk, Patriot (Schuyt), Alert (Cutter).

Naval Court Martial.

ON Saturday, July the 15th, a court martial was held on board the Salvador del Mundo, in Hamoaze, and adjourned till Monday, for the trial of Mr. Alexander Paterson, gunner of the Oiseau, prison ship, for contempt, insolence, and disobedience of orders. The charges were adjudged to be fully proved, and he was sentenced to be dismissed his situation of gunner in his Majesty's navy, and to serve before the mast in such ship as the commander-in-chief shall direct.

On the 5th of July a court martial was held on board the Magnanime, to try Mr. John Hinks, carpenter of the Nymphen, for drunkenness. The charges being fully proved, he was sentenced to be broke, and to serve before the mast in any ship the commander-in-chief shall think proper.

On Monday the 25th instant Lieutenant John Ball, of the Impetueux, was tried by a court martial for behaving with contempt to the 1st lieutenant, Jones, of the said ship, disobeying the standing orders, and behaving disrespectfully to his captain. The first charge was not proved, the latter in part: the prisoner was therefore sentenced to be admonished by the President.

Promotions and Appointments.

Captains appointed.

I. A. Gordon, to the Active; G. Cockburne to the Belleisle; Alex. Renney to the Alert sloop; I. Smith, from the Devastation bomb, to the Magnet sloop; Sam. Colquitt, from the Princess, to the Persian sloop; Edward Killwick to the Princess receiving ship at Liverpool; W. Ward to the Resolution; I. Garth to act for Lord Cochrane in the Imperieuse; I. Woolcombe to the Circe; I. G. Dickins to the Zephyr sloop; W. Wells to the Blanche; H. Hart to the Caroline; R. H. A. Bennett to the Fame; Geo. Hewson to the Fleche; Walter Buchanan to the Hecate; W. H. Dobbie to the Pallas; Charles Sotheby to the Pilot; Jaheel Brenton to the Spartan; Richard Thomas to the Ville-de-Paris; H. W Bayntun to the Milford; E. R. Sibly to the Sheerwater sloop; I. S. Peyton to the Ephira sloop; R. W. O. Fowey to the Ajax; Hon. I. W. King to the Jason; E. O'Brien Drury to the Beaver sloop; E. S. Dickson to the Inconstant; I. Bradley to the Espeigle sloop; Hon. F. W. Aylmer, from Le Rhin, to the Narcissus; C. Malcolm to Le Rhin.

Lieutenants appointed.

I. G. Nops to the Defender gun-brig; C. Haultain and W. Henderson to the Active; Eaton Travers to the Imperieuse; David Edwards to the Courageux; R. B. Young to the Princess of Orange; A. Pike to the Nereus; I. Thomas to the Antelope; W. Mitten to the Seine; I. Campbell to the Roebuck; W. D'Aranda to the Woodlark sloop; I. Athill and Thos. Allen to the Milford; C. Pengelly, from the Royal George, to the Shearwater sloop: I. Undrell to the Blake; W. Shield and Ross Connor to the Gibral-

ter; I. Longchamp and Hon. H. R. Monckton to the Puissant; I. Lowry, R. E. G. Hopkins, and Hon. A. F. Berkely Othnel Mawdesley, to the Ajax; E. N. Greensword to the Princess Caroline; C. Church to the Rosamond sloop; T. Mitchell (1) to the Ulysses; G. Wills to the Raven sloop; A. M'Killop to the Inflexible; E. N. Greensword, from the Princess Caroline, to command the Manly gun-vessel; T. Gill (1) to the Panther prison-ship, to command her; Cyrus Elliot to the Ned Elven sloop; T. Forster to the Euryalus; A. Brodie to the Curlew sloop; E. Heron to the Mercurius sloop; H. Overaud to the Mermaid; R. C. Beriff to the Sparrowhawk sloop; R. H. Rogers and F. T. Mitchell to the Rhin; I. Drewitt to the Thais sloop; W. A. South and I. G. Gooding to the Dannemark; R. Yule to the Illustrious; G. Penruddock to the Pilot sloop; I. Setford to the Statira; W. Stopford to the Chanticleer sloop; R. Thorold, from the Minorca, to the Inconstant; I. Manton to the Impetueux; H. D. Perrott to the Cretan sloop; D. L. Crouch to the Trusty prison-ship to command her; I. Kneeshaw to the Martial gun-brig; T. Mitchell (2) to the Salcette; W. I. Edwards to the Mars; I. Hitchins to the Vesuvius bomb; I. Crawley to the Inconstant; H. Squire to the Fleche sloop.

Midshipmen passed for Lieutenants the first Wednesday in the present month:—

R. P. R. Elphinstone, F. R. Jewers, I. Kent, P. Whinfield, D. Roberts, C. Senior, I. Lisson, G. Lullock; I. Matson, I. Warley, W. A. Brand, G. Green, E. B. Curling, G. H. Dacre, R. Cruse, Sir I. S. Gordon, Bart. C. Ducane, T. Drane, A. Miller, G. C. Urmstone, E. Blight, F. Le Hunt, R. R. Webb, T. Jones, T. Denston.

Pursers appointed.

Thomas Young to the Ajax; John Loady to the Apelles; T. F. Hawkins to the Berwick; James Sparshott to the Cretan, late Nettuno; John Day to the Electra; Robert Browne to the Leda; W. Callaway to the Magnet; John Pearce to the Marlborough; B. North to the Orestes; M. W. Staines to the Pluto; W. S. Smith to the Rainbow.

Surgeons appointed.

R. Smyth to the Belleisle; W. Reston to the Raven sloop; F. Johnstone to the Courageux; I. L. Dookin to the Argonaut prison-ship; T. Billinghurst to the Assistance prison-ship; I Dunthorn to the Zenobia sloop; I. Todd to the Alfred; W. Preston to the Shearwater sloop; A. Denmark to the San Josef; M'Carthy Cormack vice M'Arthur to the Naval Hospital at Barbadoes; D. M'Arthur vice Willis, deceased, to the Naval Hospital at Paington.

Assistants appointed.

I. Kay and T. Woodward to the Belleisle; M. Little to the Resolution; W. Dobson to Le Rhin; G. Burrows to the Rebuff gun-brig; I. Pawson to the Jamaica; P. Reilly and James Harvey to the Mediterranean, as supernumerary, at the disposal of the commander-in-chief; W. Cullen to the Antelope; G. B. Squire, hospital-mate, to the Mill-prison hospital; W. Cowling to the Princess of Orange; H. Blyth to the Audacious; E. Swann to the Attack gun-vessel; W. Cuddie to the Hermes store ship; D. Lawson to the Bellona; A. Osborne, to be an hospital-mate, at Forton-prison-hospital; W. M. Kennedy to the Marlborough; I. Alexander to the Manly gun-vessel; W. Johnstone to the Royal Oak prison ship; I. Roberts to the Prevoyante store-ship; I. Duke to the Ville de Paris; W. Whittaker and C. Tracey Supernumerary to the Mediterranean; W. I. Crane to the

Atlas; W. Winning to the Galgo sloop; I. Smith to the Isis; G. Clayton to the Royal William.

BIRTHS.

On the 25th of June, in Doctors' Commons, of a son, the lady of Charles Bedford, Esq. brother of Lieutenant Frederick Bedford, of the Royal Hospital at Greenwich.

On the 26th of June, of a son, Mrs. Hall, the lady of Edward Hall, Esq. eldest daughter of the late Richard Braithwaite, Esq. admiral of the white.

MARRIAGES.

At Greenwich Church, Mr. Samuel Bromley, surgeon of the royal navy, to Mary, the 3d daughter of the late T. M. Madore Esq. of that place.

At Deal Church, Mr. Brown, secretary to Rear-admiral Sir Richard Strachan, Bart. and K.B. to Miss Jacob, daughter of J. Jacob, Esq. master shipwright of Deal Yard.

On the 29th of June, at St. Mary-le-bone Church, by the Rev. B. Lawrence, Captain Bateman, of the royal navy, to Lucy Hesther, youngest daughter of the late William Chetwynd, Esq. of Ham Common, Surry.

June 29, at Stoke Church, Plymouth, the Hon. Rear-admiral Robert Stopford, second son of the Earl of Courtown, aged 45, to Miss Mary Fanshawe, daughter of Commissioner Fanshawe, of his Majesty's dock-yard at Plymouth.

Lately, at Maddern, Cornwall, Captain Wooldridge, of the royal navy, to Miss Caroline Treweek, of Penzance.

Lately, at Brixham, in the county of Devon, P. W. H. Hicks, Esq. son of the late Admiral Hicks, to Miss Hearsey, eldest daughter of Theophilus Hearsey, Esq. of Denmark Hill, Surrey.

Lately, Lieutenant Glanvill, of the royal navy, to Miss S. Skardon, of South-down.

OBITUARY.

On the 28th of May, suddenly, in Scotland, Mr. Duncan Campbell, late surgeon of his Majesty's ship Dragon.

At an advanced age, Mrs. Moore, mother of Mr. A. Moore, master-smith in his Majesty's dock-yard at Plymouth.

Lately, at Vervan vicarage, Cornwall, Lieutenant John Thompson, of the royal navy.

On the 29th of June, suddenly, of an apoplectic fit, Mr. Thomas Willes, surgeon of the Royal Naval Hospital at Paington.

Lately was drowned, by falling overboard from the Mouche French schooner, Mr. Hancock, prize master of the said vessel, and master's mate of the Statira.

In the Cloisters at Windsor, of a broken heart, Mrs. Aylmer, wife of Admiral Aylmer.

Lieutenant C. J. Pater, royal marines, of the wounds received on board the Melpomene, in action with a flotilla of Danish gun-boats, on the Baltic station.

His Majesty has been graciously pleased to grant to Mrs. Temple, wife of the late Captain Temple, of the royal navy, who was drowned in the Crescent, a pension of £.100 per annum.

MEMOIR OF THE PUBLIC SERVICES

OF THE LATE

EDWARD PALMER, ESQ.

COMMANDER IN THE ROYAL NAVY.

" Ye wayward Fates, how careless did ye twine
His vital thread—Alas! could nought incline
Your souls to spare such valour, sense, and grace?"

CAPT. THOMPSON.

TO rescue from oblivion the merit and memory of an officer, who, had he been permitted to enjoy a more extended career in the pursuit of glory, would probably have attained an eminent celebrity in his profession, is a pleasing, though melancholy task. The fate of his Majesty's ship Nautilus, and of her gallant commander, in the year 1807, excited feelings of the most poignant regret, in all who were acquainted with the circumstances of the case; but never, until the present period, have we been enabled to lay any of the distressing particulars before the public. A brief, but authentic, statement of the event is comprised in the present memoir of the short, though not inglorious, life of the late lamented Captain Edward Palmer.

That gentleman was the fifth son of William Palmer, Esq. merchant, of London, and of Naizing Park, in the county of Essex. From his infancy he evinced a predilection for the profession which he afterwards embraced, and when he was little more than twelve years of age, he was entered a midshipman on board the Canada, a 74, commanded by Captain, now Admiral Hamilton. He remained rather more than two years in that ship, during which time, Captain Hamilton sent him on a cruise in the Pallas frigate, attached to Admiral Cornwallis's squadron; and he was in the Pallas when the admiral made his famous retreat from the French fleet of more than 30 sail.* At one time it was thought impossible that the fleet could escape, and every ship prepared to make the best possible defence, determined not to be an easy con-

* In the summer of 1795. *Vide* NAVAL CHRONICLE, Vol. VII. page 21, *et seq.*

quest to the enemy. On this occasion, the young midshipman was stationed in the magazine, to watch the lights: such a situation but ill accorded with his spirit; and Captain Curzon, the commander of the Pallas, in writing to a friend an account of the affair, bore honourable testimony to his conduct, by saying, "the young man begged so hard to be allowed to come upon deck, that I was obliged to comply with his wishes; and had we come into action, I doubt not but I should have found him very serviceable."

When he returned to Captain Hamilton, that officer had changed his command of the Canada for that of the Prince, of 90 guns. Mr. Palmer's friends thought it advisable that he should quit a line-of-battle ship, and as it was also the opinion of his captain, he left, though with no small regret, the Prince and Captain Hamilton, whose great kindness to him he ever felt and gratefully acknowledged, and served his time out in a frigate.

Having passed his examination, in the spring of 1800, he was made lieutenant in the Regulus, a cut down 44, in which he went to Egypt with troops. He was with the first division of the army that landed, and assisted in superintending the debarkation. He afterwards had the command of a gun-boat; attended all the operations of the army, through the whole of the campaign; and, at the end of it, in common with the other naval officers, received a gold medal from the Grand Segnior, as an acknowledgment of his services.

After an absence of three years, Mr. Palmer returned to England, and was made first lieutenant of the Squirrel frigate, commanded by Captain Braune, in which he sailed with a convoy to the coast of Africa, where his excellent commander died. Another frigate and sloop most unopportunely reaching the station just at that time, the commander of the sloop was made post into the Squirrel, and Mr. Palmer remained first lieutenant. At length, the time appointed for the Squirrel to remain upon that station having expired, she returned to England in the summer of 1805; and, as she came up to Portsmouth, to undergo repair, most of the officers quitted her.

Mr. Palmer, at the end of that year, becam e first lieutenant of the Barfleur; and, on the 22d of January, 180 was made commander, and appointed to the Nautilus sloop, attached to Lord

Collingwood's fleet, off Cadiz.—He went out with Sir Sidney Smith, in the Pompée, to Gibraltar, there to take possession of his command; and, after remaining upon that cruising station nearly a year, was sent by Lord Collingwood to join Admiral Sir Thomas Louis, upon the expedition to the Dardanelles. Sir Thomas soon found it necessary to order the Nautilus back to Lord Collingwood. Captain Palmer was aware that his mission was of great importance to the service, and that despatch was necessary; and it was in his endeavours to fulfil the intentions of the urgent orders which he had received, that he was overtaken by the tremendous storm which proved his destruction.

The rock upon which the Nautilus sloop of war was wrecked, on the morning of the 5th of January, 1807, is about four or five miles from Peri, a small uninhabited island in the Archipelago, between Cerigo* and Cerigotto,† unnoticed in any of the English charts. The captain had been obliged to take charge of the ship, the Greek pilot having declared his ignorance of the navigation further than the port of Milo.‡ Every possible attention that skill and anxious watching could effect, for the safety of the ship, was paid by Captain Palmer; and he had pricked off by the chart, the course which ought to be steered; but the violence of the weather, joined to the extreme darkness of the night, occasioned, as is supposed, a deviation from it. A short time, however, before the ship struck upon the rock, he believed the danger to have been passed, and had shewn the chart to the pilot, and to George Smith, his own coxswain, a man of whose skill and seamanship he entertained a very high opinion. He afterwards desired his bed to be got ready, as he had scarcely had any sleep since he had left the Dardanelles; indeed he had not had his clothes off for three nights. But it appears that he had not gone to bed, as he came upon deck immediately that the ship struck; and having examined her situation, he went round with the second lieutenant, Nesbitt,

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* Cerigo, formerly known by the name of Cythera, lies in longitude 40 deg. 42 min. east from Ferro, latitude 36 deg. 28 min. north.

† Cerigotto is a small island, lying between Cerigo and Candia, in longitude 40 deg. 59 min. east, latitude 36 deg. 2 min. north.

‡ Milo is situated in longitude 42 deg. 22 min. east, latitude 36 deg. 38 min. north.

endeavouring to pacify the people. He then returned to his cabin, burned his papers and private signals, and, as might be expected from the whole tenor of his conduct, was not to be prevailed on to quit his station, while any individual remained on board. When the whole crew had gained the rock, he endeavoured to save himself; but having sustained considerable bodily injury, in consequence of remaining so long by the wreck, he must then have perished, had not some seamen returned through a tremendous sea to his assistance. All the boats, except the captain's gig, having been stoved, his coxswain (Smith) left the ship in her, with nine and got safe to Peri; whence he returned to the rock the next day, the storm having somewhat abated, and endeavoured to persuade Captain Palmer to come into the gig with him; but he constantly and positively refused, saying, "No, Smith; save your unfortunate shipmates, never mind me." Finding him resolved, Smith took as many into the boat as it could with safety admit, and got safe to Cerigotto. The inhabitants of that island gave him all the assistance in their power, for the relief of those who had been left upon the rock; but the weather was so bad, that though he made repeated attempts, several days elapsed before he could reach it; and, when he succeeded, he found that his excellent commander had died the day before. However, by the zeal and intrepidity of this man, the survivors were all got safely off the rock and landed at Cerigotto: indeed there is not one, who does not acknowledge that he owes his life to Smith's exertions.

Captain Palmer was exemplary, both in his life and death. In addition to his other sufferings, he had to contend with severe bodily injury; but not a murmur escaped him; all was submissive and patient resignation to the will of God. This is borne witness to by those who, notwithstanding their individual distresses, were attentive observers of his sufferings and conduct. He possessed many great and amiable qualities, which were the gift of a bountiful Providence; and his friends have every comfort in believing, that he did not in any way pervert or abuse them. The lamented sufferer has bequeathed an unsullied fame, to wipe away the tears of those who loved him; and his merciful Creator, who enabled him to support himself with so much dignity in the dark hour of adversity, has received and blessed his spirit.

Captain Palmer was in the 26th year of his age, an officer of great merit; whose breast glowed with zeal and ardour for the service of his country, and obedience to the orders of his superiors.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

FRENCH OFFICIAL ACCOUNT OF THE ACTION BETWEEN THE AMETHYST, CAPTAIN SEYMOUR, AND THE NIEMEN, CAPTAIN DU POTET.*

THE following Report of Captain Du Potet, addressed to the French Ministry of Marine, is taken from the *Moniteur*:—

"SIR,

"On the 5th of April, at half-past eleven in the morning, weather thick, and a fresh breeze from W.N.W. his Majesty's frigate Niemen under my command, I discovered an enemy's frigate, about two leagues and a half to leeward; I immediately tacked to starboard; I had scarcely made sail, when I perceived another frigate to leeward of the former, which obliged me to change my course, and to stand off with all the sail I could carry.

"At five in the evening the wind changed to N.E. with squalls; at which time the frigate in my wake appeared to have somewhat the advantage of sailing. At half-past seven, I lost sight of the frigate to leeward, and the other was distant about two leagues N.W. quarter N. At eight o'clock she was no longer in sight; and I immediately changed my course, still carrying a press of sail.

"At three quarters past nine, a frigate appeared to the windward, and soon approached within half-cannon shot. She made some signals, which were answered by the vessel to leeward, and which I supposed to be one of those that chased me in the course of the day. The fire instantly commenced with the bow and stern chasers of both ships. At half-past eleven my rigging was much cut; and not wishing to expose myself to further damage, I decided on engaging.

"A quarter of an hour afterwards the action began at pistol-shot, under easy sail. Both ships made use of various manœuvres until two o'clock, when I discovered that the enemy was endeavouring to lay me athwart hawse, by bearing down upon me. I adopted the same manœuvre, and then tacking to windward, I passed under his stern, in which situation I gave him a broadside. My intention was to board; but the enemy avoided it by

* The Gazette account of this action appears in the XXIst Volume of the NAVAL CHRONICLE, page 343.

dropping to leeward, which gave me the advantage of the wind. At half-past two, I lost my mizen-mast; the larboard netting caught fire. The enemy, who was much crippled, availed himself of this accident, and, dropping astern, attacked me on the quarter. Ten minutes after, the wreck of the mast was cleared, the fire extinguished, and I brought my broadside to bear.

" Within a quarter of three I had the satisfaction to see the enemy lose his main and mizen-masts, and immediately make sail before the wind, drawing along the two masts, which retarded his sailing. He could only carry sail on his foremast, which was shattered with grape.

" *In about fifteen minutes my first lieutenant, Voilin, informed me that the enemy had struck, and that they hailed us to stop firing*, I ordered M. Kerangoue to take possession of her, but we soon saw another frigate bear down to her assistance. She made signals to her, and fired some musket-shot at me. I then renewed the action with four guns only, my crew being employed in repairing damages, with the intention of fighting the fresh frigate, which was only a short distance from us.

" The action soon began with her, with repeated cries of ' Long live the Emperor!' She lay alongside me only a short time. My rigging was in too bad a state to enable me to prevent her from ranging on my starboard quarter, from which I could not bring my guns to bear on her. At half-past four my main-top caught fire so violently, that it was impossible to extinguish it, particularly as the fire engine had been rendered unserviceable by a shot. Shortly after the main-mast fell by the board, and encumbered the guns, which could not be brought to bear on the first frigate. This vessel took part in the action by firing into my bows, and this was my position when, at three quarters past four, I struck to the Arethusa, of 48 guns; 26 eighteens, two nines, and 18 32-pound carronades.

" The Amethyst, which I engaged for six hours and a half, was of the same force.

" Your Excellency will be pleased to take notice, that before the Arethusa came up, which had been cruising on the coast of Spain (for it was not this frigate that chased me in the day-time), the Amethyst had only her foremast remaining.

" The Niemen had then all her masts (except her foremast) and sails a good deal shattered indeed, but capable of being soon repaired. I had then only 50 men killed and wounded.

" I learned from some French prisoners, who were on board the Amethyst, that when she ceased her fire, near four o'clock, they were obliged to leave the hold, on account of the great quantity of water she made.

" The bravery displayed on this occasion by the officers and crew of the Niemen, is above my praise; and I request that your Excellency will procure them that reward of which they are most ambitious, namely, to submit their conduct to his Majesty's attention

" Du Potet."

FRENCH ACCOUNT OF NAVAL ACTIONS IN THE MEDITERRANEAN.

A recent French paper, under the date of Naples, June 23, contains the following statement:—

" On the 24th of this month, the English made a descent in the island of Ischia.* The enterprize gave place to two meritorious battles, of which the following are the details:—On the 25th in the morning, some of our gun-boats, sustained by a frigate and a corvette, advanced against those of the enemy, superior to ours in number, and the force of their ships. The action commenced at nine o'clock in the morning. The fire was continual and very lively during many hours. We had against us four English frigates, two brigs, and fourteen gun-boats. An English frigate has been considerably damaged; but as a considerable reinforcement arrived of several ships to the enemy, ours retired, without having suffered any considerable loss. At the same time thirty of our gun-boats, which had been stationed for some time at Gaeta, had received orders to go to Naples, precisely by the canal which separates the two islands of Procida * and Ischia. The dangers of this voyage appeared extreme: they triumphed over them with infinite skill. Our flotilla passed through on the 26th, the whole of that of the enemy arrived at the place of rendezvous at the break of day. The dangers commenced at the moment. The island of Procida was already in the hands of the enemy, which was seized upon by them without striking a blow. This accident deprived our flotilla of the protection of the low batteries of Procida, the fire of which crosses that of the batteries of Meliscola, at Cape Misena; then the enemy's forces, sure of not being attacked by land, all united against our fleet, which was no longer protected, except by the small battery of Meliscola. The action commenced at day-break, and continued until nine o'clock; and in no circumstance has the Neapolitan marine so fully justified the reputation which it has ever held in the estimation of naval men. The results which concern the honour of the nation are those of the courage with which it has fought. According to this report our glory could not be greater. An English brig was burnt by the battery of Meliscola, which was directed by the brave Captain Orsini; one of their gun-boats was sunk. We have had only one man killed, and a few wounded; but among our gun-boats, some have been sunk alongside the enemy's ships, others have been driven on shore, but we hope to be able to get them off; several have returned to port. In spite of this imposing spectacle of war, of which all the town was a witness; in spite of the fright of some timid people; in spite of the secret hopes of some guilty men who

* Ischia, an island about ten miles in circumference, is situated near the coast of Naples, in longitude 31 deg. 27 min. east of Ferro, latitude 40 deg. 50 min. north. It is supposed to have been formed by a volcano. The town stands on the north coast of the island, on a rock surrounded by the sea, and communicating with the island by means of a bridge.

† Procida is a small island about two leagues in circumference, situated on the south coast, two miles to the eastward of Ischia.

are known, the capital was never more tranquil than it is at this moment, in which the enemy displays to our view his menacing forces, in order to disturb the peace which reigns among us."

A succeeding article, in the same paper, dated June 29, proceeds as follows:—

"The frigate and the corvette, which sustained with so much glory the attack of the enemy, having retired after the battle under the protection of the batteries of Pozzouli and Baja, surrounded on all sides by the English vessels, they would have had much difficulty in saving themselves in that position; his Majesty, therefore, gave orders to these two vessels to effect their retreat to Naples the first wind, at all risks.—M. Bausan, captain of the frigate, and M. Caraffas, captain of the corvette, had scarcely received this order when they took measures for executing it; they set sail, and by skilful and daring manœuvres, deceived the vigilance of the enemy; passed through the English squadron, and made on, directing their course for Naples. The corvette, which was the best sailer, preceded the frigate, which followed more slowly. Quickly these two ships were pursued and overtaken by an English frigate, a corvette, 18 gun-boats, carrying 24-pounders, two galliots, and a very numerous fleet of small vessels. All this armament was directed against two vessels only, which, damaged in the long combat they had sustained two days before, manœuvred with some difficulty. At four o'clock in the afternoon, the action commenced off Point Pausillipo, and in the presence of the whole town of Naples. The enemy's vessels vomited from all parts, with horrible fury, a volcano of flames—Our frigate and corvette slowly pursued their route towards Naples, fighting with skilfulness and courage. This fight was maintained in the sight of an immense people, interested in the national intrepidity. Thus circumstanced, the wind all at once failed, and the English approached nearer and nearer, and assailing us with a lively fire, endeavoured to board them, and force them to surrender. Vain efforts! The Neapolitans fought precisely in the same place, where, ten years before, English perfidy inhumanly sacrificed the brave Carracciolo.

"They fought under the orders of some of the best of his elèves, and under the eyes of a people who, gathered together from all parts, seemed, by their wishes, to redouble their force and their courage. They, above all, fought under the eyes of a beloved King, who, always the first in the middle of dangers, was always upon the batteries of the Castle of Oeuf, and prepared to protect their retreat, when they should arrive within the fire of the cannon of the fort. After an action of four hours the frigate and corvette have been saved; shouts of *Vive l'Empereur! Vive le Roi Joachim!* announced their arrival. Our frigate having entered the port, his Majesty immediately went on board: it is difficult to express the enthusiasm and joy which were spread through the crew by this unexpected visit; soldiers and sailors all shewed their wounds to the King, and appeared no longer to feel pain. His Majesty bestowed praises and rewards on the defenders of his flag and national honour. We are ignorant of the loss of the enemy in

men, but it must be very considerable, and its ships have suffered much. The frigate is disabled; the captain who commands it lost his left arm by a shot, and his crew have lost about 50 men. We have had on our side 50 killed and wounded: among the former is young Grasset, an officer full of courage and talent. The English may now judge by the bravery and ardour of our little marine, of the spirit which animates the nation."

"The English," says an article of the next day's date, "*unfortunately* have not disembarked; after taking the islands of Ischia and Procida, with the exception of the castle, which still holds out, they have in part gone off. They probably have the intention of disturbing all Italy, and of endeavouring to excite trouble; but they will disgracefully fail in their design."

REMARKABLE DISCOVERY OF A MURDER COMMITTED AT SEA.

A SHIP, named the Earl of Sandwich, sailed from London in August, 1765, laden with bale goods and hard ware for Santa Cruz, where discharging their cargo, they sailed to Oratavo, and took in a cargo of wine, silk, cochineal, and, what proved most fatal, a large quantity of Spanish dollars, some ingots of gold, some jewels, and gold dust. With this cargo they sailed for London, and had then on board John Cockeran, master; Charles Pinchent, mariner; Benjamin Gallispey, cabin boy; Captain Glass, his wife and daughter, with a boy belonging to them, passengers; and moreover, Peter M'Kinlie, boatswain; George Gedley, cook; Richard St. Quintin, and Andrew Zekerman mariners. These four last entered into a diabolical combination to murder the master and every body on board, and possess themselves of the treasure of the ship. Accordingly, on the 30th of November, these four villains being stationed on the night watch, the master coming on the quarter deck to see every thing safe, was seized by M'Kinlie, and by Gedley knocked on the head with an iron bar and thrown overboard. The captain's groans being heard by the two Pinchents and Captain Glass, they came upon deck, and were immediately attacked by the assassins: Pinchent was knocked down and thrown overboard, and Captain Glass was killed with his own sword; M'Kinlie in the scuffle being run through the arm. The noise brought Mrs. Glass and her child upon deck, when, beholding the bloody scene, she implored their mercy; but Zekerman and M'Kinlie came up to them and tossed them both into the sea as they were locked in each others arms. Having thus dispatched all but the boys, they altered their course, being then in the English channel, and steered for the coast of Ireland; and on the 3d of December were about ten leagues from Waterford: here they determined to hoist out a boat, and, loading her with the treasure, to sink the ship, together with the two boys: this scheme they put into execution; one of the boys swam after the boat, and she being deeply laden with the treasure, he came up with her, and laying his hand on the gunwale, received a blow on the head from one of the ruffians, which obliged him to quit his hold, and he was drowned. Soon after the vessel, having her ballast port opened, filled with water and overset, and they saw the other boy washed

overboard and drowned. They now thought themselves secure; the dead could tell no tales, and none could search the bottom of the sea for evidence of their villainy. On their landing they buried the bulk of their wealth in the sand of the sea shore, amounting to two hundred and fifty bags of dollars; the remainder, with the jewels and ingots of gold, they reserved for present use.

The hand of justice now began to pursue them: their prodigality of their ill-gotten wealth made them remarkable wherever they came; and the ship which they had consigned to the bottom of the sea, floated on shore near Waterford: this occasioned much speculation, and suspicion pointed at the rogues, who were living with great jollity and splendour at Dublin. Two gentlemen went from Ross, where the ship floated on shore, to Dublin, told their suspicions to the magistrates, and on the 9th of December, Quintin and Zekerman were apprehended; and being examined apart, each of them confessed the murders, and other matters, as before related; also, that since their arrival in Dublin, Gedley and M'Kinlie had sold dollars to a goldsmith to the amount of three hundred pounds. By means of this goldsmith, M'Kinlie was apprehended; and intelligence was got that Gedley had set out in a post chaise on his way to Cork, in order to take shipping for England. Two persons were despatched from Dublin to Ross, to direct a search to be made for the buried treasure; and these on their return to Dublin fell in with and apprehended Gedley. Thus were the workers of these atrocious and bloody deeds all brought to justice, although they had taken every precaution to sink and destroy whatever they thought could disclose their guilt.

NEWLY INVENTED WINDLASS.

Mr. Fairless, of South Shields, has recently obtained a patent for a windlass, windlass bitts, and metallic hawse-hole chamber, by which manual labour and time are saved in heaving to, and getting on board ships' anchors.—The bitt-heads are hollow, containing the wheels wrought by the cranks or handles, which give motion to the windlass-body. The surge boxes are of cast iron, having such an angle, that when a rope is applied round the ends of the windlass to raise a weight, the rope slips down, or is forced by the adjoining part of the said rope into its original situation, and is thereby prevented, from what the seamen call riding, that is, the one part crossing the other, which always produces much delay and inconvenience. The windlass-body turns on an iron axis, the ends of which are turned to fit the pall-wheels and windlass-ends, being secured by keys inserted into each. By Mr. F.'s method, the force exerted on the cranks or handles is thrown on the windlass-body, without any twist being laid on the iron axis. The ends of the windlass are inserted into the surge-boxes, their centres are secured to the ends of the axis by keys. There is a cast iron pall-box, with a hole of an octagonal or other form, to answer the size and shape of the shaft of the windlass, and which, being driven to the centre of the shaft becomes a hoop to the same. The exterior of the pall-box is divided into a number of parts, as occasion may require, and is so indented as to admit

palls or stops, which are fixed by hinges to the pall-bitt, to fall into the said indents, and thereby prevent the windlass having a reverse motion. The pall-wheels at the ends of the windlass may have any number of teeth, so as the palls act with those at the centre; consequently the handles can be forced back but a few inches by any extraordinary resistance on the windlass body.—The patentee claims that his invention consists not only in making the improved windlass, but also of attaching or applying any of its parts to the common windlass now in use.

LIBERALITY OF ADMIRAL OTWAY.

THE following letter having fallen into our hands, we with pleasure insert it, not doubting but that so praise-worthy an example will be speedily followed by many of those patriots who find themselves placed in a similar situation with the liberal and gallant Admiral:—

" SIR, *Portsmouth, 12th July*, 1809.

" I observe by the papers, that the money subscribed some years since for the erection of a naval pillar, is to be returned, on application to Mr. Leake, Solicitor, No. 27, Sackville-street. I have therefore to request that you will apply for mine, the amount, I think, five guineas, for which, I suppose, this letter will be a sufficient authority, and receive it as an additional subscription to the Naval Charitable Society, to be entered as follows:—

' From Rear-admiral Otway, being the amount of his subscription for the erection of a Naval Pillar, returned from Mr. Alexander Davison.'

" I shall be glad to hear that you have received the money agreeably to my intention. I am, &c.

" *Mr. Aubrey, Sec. to the Institution, Navy Office.*" " W. A. OTWAY."

DESCRIPTION OF BALE-OF-COTTON ROCK, AND LE MEME'S REEF.

ACCORDING to the journal of a gentleman who has been twice upon the Bale-of-Cotton Rock, it is situated in 5 deg. 18 min. north latitude and 90 deg. 44 min. east longitude, from London. It is about the size of a large room, is high, and has the appearance of a ship under sail.

Le Meme's Reef is situated in 1 deg. 20 min. north latitude, and 94 deg. 20 min. east longitude. It is from 8 to 10 feet above the surface of the sea, and extends about a mile from east to west.—The gentleman above alluded to, was with Monsieur Le Meme, at the time he discovered the Rock, and went upon it. He afterwards saw it, and attempted to get upon it, but was prevented by a heavy swell of the sea.

CORRESPONDENCE.

NAVAL IMPROVEMENTS.

Letter I.

" Sic itur ad astra."

MR. EDITOR,

HAVING been long of opinion that there cannot be a more decisive test of merit than the confederacy of prejudice and ignorance against it, I have not been much surprised at seeing that improvement in warlike engines denominated the rocket system, become the object of vulgar abuse. I have been, however, somewhat surprised at finding in the NAVAL CHRONICLE, the lucubrations of a writer whose principles and stile seem more calculated for the sphere of that self-created magistracy, calling itself the Society for the Suppression of Vice, than for a publication distinguished by liberality and knowledge. I can only attribute it to that scrupulous impartiality by which your conduct has been marked in the management of the N. C. and to your dislike to exercise your editorial powers in any way that might be liable to misinterpretation, or to the charge of shutting a door against fair discussion. As to Mr. Suppressor, I shall leave him to the censorship of your intelligent Correspondent H.* who seems perfectly competent to vindicate the arts and sciences against sophistry and declamation, while I shall confine myself to the task of neutralising misrepresentation, by the dispassionate communication of certain facts concerning the origin and progress of those discoveries in pyrotechny, against which F. F. F. has declared war.

I am ignorant of the interior structure and combination upon which the powers of the rocket depend; and had it been otherwise, I should cautiously avoid any disclosure that might lead to the discovery thereof, for obvious reasons: but having acquired the knowledge of many particulars connected with its application to the purposes of war, and even witnessed some of the effects of it as a weapon, I feel emboldened to address you upon the subject, for the information of your scientific correspondents, and for the conviction of your *rational* readers: but I by no means hope or seek the conversion of enthusiasts or bigots. Should these lines therefore receive insertion, they will be followed by a few more letters under the different heads into which the subject naturally divides itself.

It was, as I understand, about the year 1804, that it first occurred to Mr. Congreve (son of a general officer in the artillery) that, as the projectile force of the rocket is exerted with little or no re-action upon the point from which it is discharged, it might be used with great convenience both afloat and ashore as a military engine, in many cases where, from the recoil produced by the explosion of gunpowder, the use of artillery is very circumscribed. But the *desideratum* as well as the difficulty was to obtain a force equal to render the projectile to be conveyed upon the rocket principle, of sufficient importance and efficacy. It was notorious that rockets were used in the wars of Hindostan: but it was understood that their magnitude

* *Vide* NAVAL CHRONICLE, Vol. XXII. page 27.

was not considerable, and their utmost range not more than 1,000 yards. It was also known that the late General Desaguliers had turned his attention to the subject, and had tried some experiments at Woolwich far from successful. Mr. C. was, however, not discouraged from entering upon a fresh course of experiments, *at his own cost*, to ascertain the possibility of modifying the force of gunpowder in this way as well as in the ordinary mode.

The first point to be ascertained was the flight. He procured the largest rockets made by the trade in London: but upon trial none were found to exceed 600 yards in their actual state: although some of the same sort, treated according to the plan that suggested itself to his mind, were at length made to fly from 1,000 to 1,500 yards, according to their respective sizes and modes of construction. Our ingenious countryman thus found his perseverance rewarded in this early stage of the pursuit, by the demonstration that there did actually exist in this instrument a power capable of progressive extension in a very sensible degree. And it was not till this demonstration was obtained, that application was made to the Master General of the Ordnance for permission to have some trial rockets of large dimensions made in the artillery-laboratory at the public expense. It is only necessary to state concerning his first experiments at Woolwich, that the rocket was very shortly brought to range full 2,000 yards!

It was in this state of the discovery, that a plan was submitted to and adopted by government for employing this weapon against the invasion flotilla at Boulogne. Rear-admiral Sir Sidney Smith (then a captain) was appointed commodore of the squadron on that station for this particular service; and ten ship's launches were fitted for projecting rockets. Unfortunately it was so late in the year (1805) before arrangements were taken for this expedition, that things were not in readiness before the middle of November. On the 18th the force destined for the attack was collected off Boulogne. The night of the 21st was fixed for the attempt. The weather had been favourable during the day, and the boats, &c. were already at their stations; when, about 8 P.M. the wind suddenly shifted to the N.W. with such violence, that the commodore was reluctantly constrained to recall the vessels without a single discharge having taken place. In fine, it was with difficulty the squadron got out of Boulogne bay, and it came on to blow to such a degree during the night, that five of the ten launches were swamped. So there was an end of the matter for that year.

In the spring of 1806, Mr. C. obtained permission to proceed in making still larger rockets, and forming them in metallic, instead of paper, cases. The event justified the idea. Rockets were constructed weighing 32lbs. capable of conveying as much combustible composition as a 10-inch spherical carcass, and which would range 3,000 yards more or less. It was also discovered that the great length of the stick, given by the laboratory proportions, was not required in practice; but admitted of a reduction in length of not less than 10 feet from those proportions, making the new 32-pounder's even shorter than that of the old 8-pounder, thereby of course giving additional facility for service. These improvements formed the object of renewed

experiments at Woolwich, in the presence of the Earl of Moira, then M. G. of the Ordnance, and of Viscount Howick, 1st Lord Commissioner of the Admiralty. It was wished that those ministers should decide upon the powers of this weapon by ocular demonstration—they did so: and the result was, (not such childish alarms as those felt or affected by Mr. Suppressor, F. F. F. but) an order for the immediate construction of a quantity like those just tried, and a warrant of Admiralty for the inventor to superintend such preparations as might be necessary (in this department) for a fresh attack against Boulogne, under the direction of Commodore E. W. C. R. Owen.

Here I shall take leave of the subject for the present; reserving the history of the second attempt at Boulogne, and the subsequent one at Copenhagen, for my next letter.

Shooter's Hill, 30th July, 1809. BRONTES.

MR. EDITOR, *Sunderland, August* 13, 1809.

I HAVE waited with anxiety for the termination of the court martial on my old commander and friend Lord Gambier, not with any fear as to the result, as I felt confident that the more minute the enquiry, the more favourable would be the public impression of his conduct. It is many years since we sailed together, but I know him well, and notwithstanding the professional merit of almost every admiral and captain in the service is circumstantially known to his brother officers, yet having been an eye witness to his persevering intrepidity in the hour of danger, and his modest unassuming deportment on many triumphant occasions, I feel myself called upon to acknowledge his meritorious example and national worth. It is painful to reflect that an individual long known in the service to possess the most undaunted bravery, and who has been distinguished in a career of honour and rectitude, should not be universally and intimately known, prior to his being brought before the public with the imputation of neglect or delay in the execution of his duty. After a highly honourable acquittal, I may with propriety offer a few remarks on the leading characters in the late transactions. Lord Cochrane's exemplary zeal, activity, and courage, on many occasions, entitle him to admiration; that spirit of enterprise which he displayed on his first promotion to a commander, when he headed the crew of the little Speedy brig, in boarding the Spanish xebec Gamo,* singled him out at that period as a disciple of the immortal Nelson; but I wish to remind him that that renowned hero never sought to add one laurel to his brow by tarnishing the fame of a senior officer. I can make due allowance for the various resources of an electioneering contest, and the warmth of candidates, neither do I wish to screen age or seniority from public investigation, but long and meritorious services justly claim our respect and gratitude, and it should not be forgotten, that the late commander-in-chief at the Isle of Aix was a post captain, and co-operating with a brigade of seamen under Admiral Arbuthnot and General Sir Henry Clinton, in the reduction of Charlestown, before my Lord Cochrane had quitted the

* Mediterranean, 1801.

nursery. At the commencement of last war, Captain, now Lord Gambier, commanded the Defence, of 74 guns; his regulation, discipline, and strict conformity in every particular to the articles of war, were notorious in the Channel fleet; for with great attention and judgment his exertions were adapted to promote the comfort and happiness of every officer and seaman in the ship: he may with truth be styled the seaman's friend. I could relate many instances of his unwearied attention in forwarding the deserving and friendless sailor, not only in promotion, but to the hurt and wounded, pecuniary assistance, when he conceived the smart money or Greenwich pension inadequate. To the idle and the dissolute his punishments were with vigilance directed, but in no instance attended with cruel severity; the old but now obsolete custom of the wooden collar and one for swearing, was invariably adhered to, and no women were admitted to remain on board without possessing marriage certificates. The chaplain's attendance likewise on Sundays was never dispensed with when circumstances would admit, and rainy weather was not deemed a sufficient plea, whilst the after part of the lower deck could be resorted to. This steady adherence to the instructions, and laudable endeavour to improve the morals of the seamen, were the only complaints I ever heard alleged against him. Could Lord Howe be now appealed to, whether the ship was or was not ever ready for any service, and whether on the 1st of June, 1794, she did not eminently prove the undaunted intrepidity of her commander; his venerable reply would at once fix the public favour. She was the first ship, by the Queen Charlotte's log-book, that cut through the enemy's line. When the signal was made in the morning for that purpose, the officers then present can report how far it was complied with, for the enemy, suspecting the intention, had closed, and formed in compact line to leeward, opening their fire from van to rear. Captain Gambier determined on fulfilling the signal, and passed between the 7th and 8th ship. The Brunswick, Captain John Hervey (who lost his life) hooked in the same attempt the head and sternmost ship of the enemy, which jammed her between two. The Defence had successively three or four ships engaging her; the men being almost from the first divided at their quarters to fight both sides of the ship; her masts all shot away; the main-mast falling inboard, with a great part of the lumber of the others fore and aft the deck, the forecastle and quarter-deck guns disabled and useless, the helm lashed a-lee, and ship no longer manageable, surrounded by the enemy, rendered it a scene only known to those who have experienced it. The marines stationed on the poop nearly all killed, and the officer at their head wounded. The master and boatswain killed, and the few remaining sent below to man the main and lower deck guns, (for it was his practice not unnecessarily to expose the lives of the ship's company). Himself remained on deck—

> "Untamed he stood,
> Nor toil, nor hazard, nor distress appear
> To sink the seaman with unmanly fear;
> Alike to him each climate and each blast,
> The first in danger, in retreat the last,
> Resolved till death his sacred charge to guard."

I appeal to Captain John Larkin, Captain Alexander Beecher, and Captain W. Roberts, the only surviving officers, (then lieutenants of the ship) to vouch for the truth of what I have asserted. The signal marks of attention and friendship shewn him by Lord Howe are well known to every captain in that fleet; he considered him equal to any service, however hazardous and intricate; and with equal confidence may the country depend on his long tried ability, courage, and humanity.

I have the honour to be,

Your's, respectfully,

J. C.

PRESENT MANAGEMENT AND DISCIPLINE OF THE NAVY.

Letter XIII.

SIR,

IN my first letter to you, I ventured to make some observations on the constitution and conduct of the Board of Admiralty, as relative to the discipline and management of the navy, and I am induced at present to offer some few farther remarks, which arise from parts of the court martial just finished.

If I could flatter myself that the exposition of the causes and consequences of the late events in Basque Roads would meet the eye of their immediate author, I should also flatter myself that the recurrence of such deplorable mistakes would be in future avoided.

Let it be remembered that it was the palpable mismanagement in the designation of Lord C. gallant and able as he may be, which has occasioned courts martial on *two* British admirals, has occupied the time of many officers for several weeks, and caused a degree of heart burning which will not soon be allayed. As the power of the Board was certainly adequate to the appointment, I must probably confine my charge to mismanagement, and not to an absolute infringement of discipline, although that has been materially injured by the consequences. It appeared so evident, that the step to be taken, was the sending a simple order to Lord G. to appoint a flag officer, and such captains as he should judge proper from those under his command, to make an attempt on the French fleet as soon as the additional means of destruction arrived, that I can only in one way account for the omission. I conclude that it must have been wholly owing to the inexperience of ——— in naval affairs, and to his not consulting the experienced naval officers associated with him. I am borne out in my suspicions by documents before the public. Lord G.'s letter of March 11, 1809, is not addressed to the *Board* of Admiralty, but to the *Military* 1st Lord, though wholly on naval matters. These *demi*-official correspondences are always bad: they appeared so on the trial of the gallant Cornwallis, and appear no less insulting to the naval service in general, and the naval Lords of the Admiralty in particular, on the present occasion. Lord C. has, I believe, publicly allowed that his appointment originated in a private conversation; and in Lord M.'s letter to Lord G. of May 29, the

first lord seems all in all, and we hear of more private conversations. I am of opinion that the experienced judgments of the naval lords might have prevented the late court martial, but there is somehow or other a material difference in the idea of discipline in the two services. From a bare surmise of a very young officer, it appears, as far as I can observe, that Lord M. deemed a court martial on Lord G. as quite proper, while very lately a court of inquiry was held to be quite sufficient on the Cintra generals, one of whom refused to follow up a victory and attack a beaten foe, and the whole nation was indignantly demanding a trial.

In all the affair now under discussion, there have appeared to me the same want of attention to the feelings of naval officers, and disregard of the interests and discipline of the service, which I fear are become part of a system, a systematic neglect of "Briton's best bulwarks!" There never was an instance of an *interloper*, however excellent he may have been, that has done good. Had the burning of the French fleet and arsenal at Toulon * been entrusted to officers of the fleet who had seen the whole service there, it would have been more effectually done than it was. What indignation was caused by the appointment of the late Sir Hyde Parker, in July 1792, to superintend the manœuvres of Lord Hood's fleet; and the instance before us, is apparent to all men. Look at the list of the evidences on Lord G.'s trial; would not the gallant captains of the Theseus and Bellona, (and many others) have equally dared the cannon's mouth with the noble lord who was sent to snatch the laurel from their brows, and will any man underprise their judgments when put in comparison with his? I admire the gallantry and skill of the noble lord as much as any man can do, and I could expatiate with pleasure on his many eminent actions, but I must ever regret his appointment to the execution of the late enterprise.

It is a very serious thing, Mr. Editor, and a heavy stroke on the discipline of the navy, when a commander-in-chief, high in rank and character, is reduced to the necessity of standing as a prisoner at the bar of a court; the most honourable acquittal to himself, does not efface the evil done to the service, and it is peculiarly baneful when, as in the present case, it originates with a very junior officer. But this evil, when traced to its source, will, I am convinced, be found to arise from the lamentable inexperience in naval matters in the man where the contrary talent is so much

* With respect to this allusion, made by our ingenious correspondent, to the burning of the Toulon fleet, we cannot agree with him in considering Sir S. Smith's volunteering that service, being on the spot, and at the "*eleventh hour*," quite a parallel case to the specific appointment from home of Lord C. to the Basque Road enterprise; but we shall make it our business to consult a naval friend on this point, whom we know to be able, and hope to find him willing, to give the public full and particular information of what passed at the conflagration of Toulon, in the utmost detail. We have always understood that, in the hurry and bustle attendant upon a scene of evacuation, no preparations were even thought of for disposing of the French fleet, till Sir S. S. suggested it that very morning.—Editor.

wanted; in his assuming more than usual individual power to himself, and neglecting to avail himself of the experienced judgments of the naval officers who are his associates in the commission, however low he may hold them in the exercise of its powers.

I form my opinion on this subject from the general management of the navy, the unaccountable appointment of some officers, and the strange neglect of others; from expressions which fell from the secretary and one of the land lords in the late session of Parliament, and the letters and events before mentioned. This evidence does not certainly render my judgment infallible, and it would be so much for the benefit of the nation that a man so high in power as Lord M. should be much better qualified to maintain the discipline of the navy and manage its concerns than I believe him to be, that it would afford me infinite satisfaction to find myself in an error, and being convinced, to retract it.

Part of my letter reminds me of another interloper, whose appointment has cast a great and ridiculous stigma on naval management. When the Royal George sunk at Spithead, if the Admiralty or Port Admiral had issued some such order as the following to any captain in the fleet:—"You are hereby required and directed to proceed immediately, and use every exertion to weigh up his Majesty's ship Royal George, all the ships at the anchorage having my orders to furnish you with such men and boats as you may require, and the officers of the dock-yard being also directed to assist you with purchases, lighters, &c." I will venture to say, that in three or four days time, with the weather favourable, the ship might have been in Portsmouth harbour. But instead of this, a watchmaker, or some such person, was set to work. He may have been a very clever man, but to weigh the Royal George was a job for a seaman.

I remain, yours, &c.

A. F. Y.

HYDROGRAPHY.

Foudroyant, Aboukir Bay, 24 June, 1801.

GEN. MEM. No. 71.

SITUATION of a shoal on the coast of Egypt west of Alexandria, on which his Majesty's ship Santa Teresa struck 21st June:—

Arab Tower bearing E. an old square building to the westward of ditto S.W. the shoal is seven miles off the land, and runs a mile and a half east and west, and ¾ of a mile north and south: the shoalest place is two fathoms, and very irregular soundings on approaching it in every direction: there is a good channel between it and the land, with regular soundings from 4½ to 8 fathoms. N.B. the bearings are by compass (Variation 13 deg. 6 min.)

(Signed) "J. ELPHINSTONE, 1st Captain."

PLATE CCXC.

FOR the drawing from which the annexed engraving was copied we are indebted to John Theophilus Lee, Esq. only son of the late Captain Lee, R.N.

It is an accurate representation of a Mortella Tower erected in St. Fiorenzo Bay, and celebrated for the defence made against an English line-of-battle ship, and three frigates.

Naval Court Martial.

TRIAL OF ADMIRAL LORD GAMBIER.

ON Wednesday, the 26th of July, a court martial was assembled on board his Majesty's ship Gladiator, at Portsmouth, for the trial of Admiral Lord Gambier, respecting his conduct as commander-in-chief of the Channel fleet, between the 17th of March and 29th of April, agreeably to the following Order:—

"*By the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.*

"Whereas Admiral the Right Honourable Lord Gambier has, by his letter to our secretary of the 30th of May, 1809, requested that his conduct as commander-in-chief of the Channel fleet, employed in Basque Roads, between the 17th day of March and the 29th of April, 1809, may be inquired into by a court martial:

"And whereas by the log books and minutes of signals of the Caledonia, Imperieuse, and other ships employed on that service, it appears to us that the said Admiral Lord Gambier on the 12th day of the said month of April, the enemy's ships being then on shore, and the signal having been made that they could be destroyed, did for a considerable time neglect or delay taking effectual measures for destroying them: We therefore, in compliance with his lordship's request, and in consequence of what appears in the said log-books and minutes of signals, think fit that a court martial shall be assembled, for the purpose of examining into his lordship's conduct, trying him for the same. We send you herewith his lordship's letter of the 10th of the said month, therein referred to, together with an attested copy of a letter of our secretary, dated the 29th of last month, and addressed to Lord Cochrane, and his lordship's reply thereto, with the log-books and minutes of signals above mentioned, and we do hereby require and direct you to assemble a court martial on Monday the 19th of this month (if the witnesses shall be then ready, and if not, then as soon after as they shall be so) to try the said Admiral the Right Honourable Lord Gambier, for his

conduct in the instance herein before mentioned. And also to inquire into his whole conduct as commander-in-chief of the Channel fleet, employed in Basque Roads, between the 17th day of March and the 29th day of April, 1809, and to try him for the same accordingly.

Given under our hands the 5th day of June, 1809,

(Signed) MULGRAVE. R. BICKERTON.
W. DOMETT. R. MOORSOM.

To Sir Roger Curtis, Bart. Admiral of the White, and Commander-in-chief of his Majesty's Ships and Vessels at Spithead and in Portsmouth harbour.

By Command of their Lordships,

(Signed) W. W. POLE.

MEMBERS OF THE COURT.

Admiral Sir ROGER CURTIS, Bart. President.

Admiral Young.	Vice-admiral Sir J. T. Duckworth.
Vice-admiral Sir H. Stanhope.	Vice-admiral Douglas.
Vice-admiral Campbell.	Rear-admiral Sutton.
Captain Irwin.	Captain Hall.
Captain Dickson.	Captain Dunn.

M. GREATHAM, Jun. Esq. Judge Advocate.

The following documents were read :—

Copy of a Letter, dated 26th March, 1809, from the Right Hon. Lord Gambier, to the Hon. W. W. Pole.

(Secret.)

" SIR, *Caledonia, in Basque Roads, 26th March*, 1809.

" I have this day received, by the Encounter gun-brig, your most secret letter, of the 19th instant, accompanied by a paper, drawn by Sir Richard Keats, with his opinion of the mode of attack upon an enemy's squadron, moored under the Isle of Aix; and signifying the directions of the Lords Commissioners of the Admiralty to me, to take into my consideration the possibility of making an attack upon the enemy's fleet, either conjointly with the line-of-battle ships under my command, and the frigates, small craft, &c. or separately therewith.

" You will be pleased to acquaint their lordships, that I shall apply all the powers and energy of my mind, to carry into effect their directions, as far as possible, when the means, with which their lordships have ordered me to be furnished, arrive at this anchorage. I will not at present detain the Encounter in her return to Plymouth, but will dispatch another vessel to-morrow, and will furnish you with a statement of the enemy's force, position, and other circumstances, for their lordship's information. Their ships certainly lie exposed to an attack upon them with fire-vessels, with a hope of success. I have the honour to be, &c. &c.

" GAMBIER."

Copy of a Letter from the Right Hon. Lord Gambier, dated 26th March, 1809, to the Hon. W. W. Pole.

(Secret.)

" SIR, *Caledonia, in Basque Roads, March 26th*, 1809.

" In obedience to their lordships' directions to me, contained in your letter of the 19th instant, I beg leave to state to them that it is advisable I should be furnished with six gun-brigs, in addition to those that I may be able to collect of such as are under my command; at present there are only two at this anchorage; I shall, however, order the Insolent and Contest to join me from Quiberon Bay, and I should hope the Martial and Fervent will return here shortly from Plymouth.

" It is proper I should state, for their lordships' information, the position in which the French fleet is at present anchored, near to the Isle D'Aix, that their lordships' may be able to form a judgment of the success that may be expected to attend an attack upon the enemy's fleet, in either of the modes directed by their lordsh ps, in your letter above mentioned.

" The enemy's ships are anchored in two lines, very near to each other, in a direction due south from the fort, on the Isle D'Aix, and the ships in each line not further apart than their own length; by which it appears, as I imagined, that the space for their anchorage is so confined by the shoalness of the water, as not to admit of ships to run in and anchor clear of each other. The most distant ships of their two lines are within point-blank shot of the works upon the Isle D'Aix: such ships, therefore, as might attack the enemy, would be exposed to be raked by the hot shot, &c. from the island, and should the ships be disabled in their masts, they must remain within the range of the enemy's fire until destroyed, there not being sufficient depth of water to allow them to move to the southward out of distance.

" The enemy have taken their position apparently with the view, not only to be protected by the strong works upon the Isle of Aix, but also to have the entrance to the Charante open to them, that, in case of being attacked by fire-ships, and other engines of the kind, they can run up the river, beyond the reach of them. The tide and wind that are favourable to convey this kind of annoyance to the enemy, serve equally to carry them up the river.

" With respect to the attempt that may be made to destroy the enemy's ships with shells, &c. I am not competent to give an opinion, until it is ascertained whether the bombs can be placed within range of their mortars to the enemy's ships, without being exposed to the fire from the Isle of Aix.

" I beg leave to add, that, if their lordships are of opinion that an attack on the enemy's ships, by those of the fleet under my command, is practicable, I am ready to obey any orders they may be pleased to honour me with, however great the risk may be of the loss of men and ships.

" I have the honour to be, &c.

" GAMBIER."

(COPY.)

" SIR, *London, 10th May*, 1809.

" I have received your letter of the 2d instant, acknowledging the receipt of the list, containing the names of the officers and men in the fire-ships and explosion vessels on the night of the 11th ultimo, with my observations on the result of my inquiry respecting their conduct on the occasion, and signifying that you are commanded by their lordships to acquaint me,

that, in order to have before them full and complete information of the proceedings of the several ships employed by me, on the various branches of the very important operations carried on against the enemy's fleet in Aix Roads, it is their lordships' direction, that I should call upon Rear-admiral Stopford, Captain Bligh, Captain Lord Cochrane, and any other officer I may have entrusted with any part of that service, to report to me their proceedings, together with such observations and remarks as they may have made whilst they were executing my orders against the enemy; and that I should transmit the same to their lordships, with any observations I may think proper to make thereon.

" You will be pleased to acquaint their lordships, that I have written to those officers to make reports to me accordingly, and shall lose no time in transmitting them to you as soon as they are obtained, but some time must elapse before they can reach me.

" From communications I have since had with their lordships, I am led to understand, that a more full and detailed account than I have transmitted, of the proceedings of the fleet under my command, during the whole of its operations in Basque Roads, would be desirable; I shall, therefore, in making such a statement, endeavour to omit no incident that may be in any degree connected with those operations, or serve to elucidate the various movements and proceedings of the fleet; persuaded that doing so cannot fail to promote the satisfaction which, in common with the officers and men under my command, I feel upon that occasion, and on the success which has resulted from it.

" Their lordships are aware that soon after I had taken the anchorage of Basque Roads, I stated to them the strong position of the enemy's fleet in Aix Roads; that their ships were moored in two compact lines, and the most distant ship of each line within point-blank range of the batteries of Isle D'Aix, explaining, at the same time, that they were under the necessity of mooring in such close order, not for the purpose of opposing a more formidable front, but to avoid the shoals close around the anchorage; and their lordships will also remember, that I then pointed out the impracticability of destroying them by an attack with the ships of the line in the position they occupied; but that I conceived them to be assailable by fire-ships; having previously suggested to Lord Mulgrave the expediency of sending out 20 or 30 vessels for that purpose.

The suggestion was anticipated by their lordships, and they were pleased to order 12 sail of fire-ships to join me, and to direct me to fit out eight others on the spot. Upon the arrival of Captain Lord Cochrane, whom their lordships had ordered me to employ in conducting the execution of the service to be performed by the fire-ships, I was induced, at his suggestion, to add the Mediator to the number.

" These preparations were completed on the 11th ult. at night, and having previously called on board the Caledonia, the commanders and lieutenants who had volunteered their services, and who had been appointed by me to command fire-vessels, I furnished them with full instructions for their proceedings in the attack, according to Lord Cochrane's plan, and arranged the disposition of the frigates and small vessels to co-operate in the following manner:—

" The Unicorn, Aigle, and Pallas, I directed to take a station near the Boyart Shoal, for the purpose of receiving the crews of the fire-ships on their return from the enterprise, to support the boats of the fleet which were to accompany the fire-ships, and to give assistance to the Imperieuse, which ship was still further advanced. The Whiting schooner, King George, and Nimrod cutters, were fitted for throwing rockets, and directed to take a station near the same shoal for that purpose.

" The Indefatigable, Foxhound, and Ætna bomb, were to take a station as near the fort on the Isle of Aix as possible; the two former to protect the bomb-vessel, whilst she threw shells into the fort.

" The Emerald, Dotterel, and Beagle sloops, and Growler, Conflict, and Insolent gun-brigs, were stationed to make a diversion at the east end of the Isle of Aix.

" The Redpole and Lyra I directed to be anchored by the master of the fleet (one near the Isle of Aix, and the other near the Boyart), with lights hoisted, to guide the fire-ships in their course to the attack; and the boats of the fleet were ordered to assemble alongside the Cæsar, to proceed to assist the fire-ships, under the superintendance of Rear-Admiral Stopford.

" With these pre-concerted movements the fleet was at this time unmoored, in readiness to render any service that might be practicable; but being anchored in a strong tide-way, with the wind fresh from the N.W. upon the weather tide making, it was again moored, to prevent the ships falling on board each other.

" At about half-past eight P.M. the explosion vessels and fire-ships proceeded to the attack; at half-past nine, the first explosion vessel blew up; and at ten, most of the fire-ships were observed to be on fire; the enemy's forts and ships firing upon them. Many of the fire-ships were seen to drive through their fleet, and beyond the Isle of Aix.

" Shortly after day-light, Lord Cochrane, who, in the Imperieuse, lay about three miles from the enemy, made the signal to me, by telegraph, that seven of the enemy's ships were on shore, and that half the fleet could destry them. It was visible from the Caledonia what ships were aground, and that two or three had made their escape up the Charante. I immediately ordered the fleet to be unmoored, and at half-past nine weighed and ran up nearer to the Isle of Aix, with a view, when the time of the tide should render it advisable, that some of the line-of-battle ships might proceed to attack the enemy's ships on shore; but the wind blowing fresh from the N.N.W. with a flood tide, I judged it was unadvisable to risk any of them at that time in so perilous a situation. The fleet was therefore anchored. I made the signal for each ship to prepare, with spare or sheet cables out of the stern ports, and springs on them, to be in readiness for any of them to go in, that I might judge necessary; in the meanwhile, I ordered three additional fire-ships to be prepared.

" Observing the Imperieuse to advance, and the time of flood nearly done running, the Indefatigable, Aigle, Emerald, Pallas, Beagle, Ætna, and gun-brigs, were ordered in to the attack; at 2. 20 P.M. the former opened her fire upon the enemy's ships a-ground, and the others as soon after as they arrived up. I then ordered in the Valiant and Revenge to support them, and they soon joined in the action.

" The enemy's ship Calcutta struck her colours at 4. 10. P. M. and the Ville de Varsovie and Aquilon, in about an hour afterwards; all three were taken possession of by the boats of the advanced squadron, and set on fire as soon as the prisoners were removed; a short time after, le Tonnere was set on fire by the enemy.

" Perceiving, towards the close of the day, that there were some of the enemy's grounded ships lying further up towards the Charante, which appeared to be exposed to further attacks, I sent in the three additional fire-ships, and all the boats of the fleet, with Mr. Congreve's rockets, accompanied by the Cæsar and Theseus, under the direction of Rear-admiral Stopford, with discretional orders, for his acting as he should think fit, and according as circumstances should render it expedient.

" On the following day (the 13th) the rear-admiral, perceiving that nothing further could be effected by the line-of-battle ships, which had

grounded, as had also some of the frigates, and how imminent the danger was in which they lay, and being satisfied that the remaining part of the service could be performed only by frigates and smaller vessels, he most wisely took advantage of a providential shift of wind, and returned, with the line-of-battle ships, to Basque Roads. Captain Bligh, on his return, reported to me, that it was found impracticable to destroy the enemy's three-decked ship, and others, which were lying at the entrance of the Charante, as the former (which was the outer one) was protected by three lines of boats, placed in advance from her.

" During the remainder of the 13th, the Ætna was employed in throwing shells, the Whiting schooner in firing rockets, and the other small vessels in firing upon the enemy's ships on shore, when the tide permitted.

" On the 14th, at day-light, I observed three or four of the enemy's ships still apparently a-ground, at the mouth of the river. I ordered Captain Wolfe, of the Aigle, to relieve Lord Cochrane, in the Imperieuse, in command of the small vessels advanced, and to use his utmost endeavours to destroy any of the enemy's ships which were assailable. At 2. 50. the Ætna bomb, and small vessels in-shore, began their fire upon the enemy's ships at the entrance of the Charante, and continued to do so during the remainder of the day.

" On the 15th, in the morning, (the day on which I dispatched Sir H. Neale to their lordships, in the Imperieuse), three of the enemy's line-of-battle ships were observed to be still a-ground, under Touras, and one of them in a dangerous situation ; one of their frigates (l'Indienne) also on shore, had fallen over, and the enemy were dismantling her.

" It blew very strong from the westward the whole of the 15th and 16th, so that no attempt could be made to annoy and harass the enemy ; on the latter day their frigate, which was on shore, was discovered to be on fire, and blew up soon after.

" All the remainder of the enemy's ships got up the river by the 17th, except one, (a two-decker) which remained a ground under the town of Touras ; in the afternoon of this day it was observed, that another of the enemy's frigates had got on shore up the river and was wrecked, which was afterwards confirmed by the master of a neutral vessel from Rochelle.

" On the 19th it blew too violent for any of the small vessels to act against the enemy ; but, on the 20th, the Thunder bomb having arrived, and the weather having become more moderate, I sent her to assist the Ætna in bombarding the enemy's ship, on shore near Touras. The Ætna had split her 13-inch mortar on the 15th, consequently had only her 10-inch effective ; and the Thunder's 15-inch was also rendered unserviceable, this day, from the same cause.

" The following day I went in my boat into the Roads, on board the Aigle and Pallas, to reconnoitre the enemy's ship above mentioned, and ascertain what further operations could be carried on for her destruction. That evening, and the succeeding days, the wind was too violent and unfavourable.

" On the 23d I gave directions to Captain Wolfe to put two of the Aigle's 18-pound long guns into each of the four gun-brigs, and use every means in his power to drive the enemy out of the ship near Touras, and attempt to set her on fire : the whole of the 24th was employed in this attempt : the 10-inch mortars throwing their shells occasionally, but without success ; and, as Captain Wolfe reported to me, that this attack made very little impression upon the enemy, and that the ships and vessels which were advanced above the Boyart Shoal, in order to carry these operations, were in a situation much exposed to attack from the enemy's gun-boats, &c. I considered any further attempt would be fruitless, and therefore withdrew them from their advanced position.

" The enemy's ship continued a-ground near Touras until the night of the 28th, when, having lightened her considerably, and applied great exertion to get her afloat, the spring tides having set in, they succeeded in their attempt, and got her up the river.

" Their lordships will perceive, from the foregoing statement, as well as from their own knowledge of the local situation of the scene of action, that I was obliged to have a second object in view, for besides the destruction of the enemy's ships, the greatest care was required that his Majesty's fleet should not be sacrificed; the state of the tides and wind was most materially to be attended to, and, without reference to the chart of the anchorage, nothing can better exemplify the limited space and danger of the navigation, than the circumstance of one of the enemy's line-of-battle ships having, on their fleet entering the Roads in February last, run on shore on the shoal of the Pallas, and being there totally wrecked.

" There are some circumstances mentioned in my letter of the 14th ult. which I have not thought it necessary to repeat or enlarge upon.

" When it is considered with how little, or comparatively no loss, this most important service has been performed, their lordships, I am persuaded, will agree with me, that there is great cause for rejoicing at the result of the undertaking. I have the honour to be, Sir,

" Your obedient humble Servant,

(Signed) " GAMBIER."

Copy of a Letter from the Secretary of the Admiralty to Lord Cochrane.

" MY LORD, *Admiralty Office, May 22.*

" Lord Mulgrave having acquainted my Lords Commissioners of the Admiralty, that he had communicated to you the intention of his Majesty's government to move the thanks of both Houses of Parliament to the commander-in-chief, and the officers, seamen, and marines of the fleet employed in the late service in Basque Roads; and that your lordship had declared that you should feel it to be your duty to oppose any vote of approbation for his conduct on that occasion, I am commanded by their lordships to signify their directions that you state fully to me, for their information, the grounds on which your lordship objects to the vote of thanks being moved to Lord Gambier, to the end that their lordships may be enabled to judge how far your lordship's objections may be of a nature to justify the suspension of the intended motion in Parliament, or to call for any further investigation. I am, my Lord, &c,

(Signed) " W. W. POLE."

" *To Captain Lord Cochrane, &c.*"

Copy of a Letter from Lord Cochrane to the Secretary of the Admiralty.

" SIR, *Portman-square, May 30, 1809.*

" I have to acknowledge the receipt of your letter of yesterday's date, signifying the direction of the Lords Commissioners of the Admiralty to me, to state fully, for their information, the grounds on which I object to the vote of thanks being moved to Lord Gambier, to the end that their lordships may be enabled to judge how far my objections may be of a nature to justify the suspension of the intended motion in Parliament.

" I have to request, Sir, that you will submit to their lordships, that I shall, at all times, entertain a due sense of the honour they will confer by

any directions they may be pleased to give me, that in pursuing the object of those directions, my exertions will invariably go hand in hand with my duty; and that to satisfy their lordships' mind in the present instance, on the point of information regarding the late service in Basque Roads, I beg leave to state, that the log, and signal log-books of the fleet there employed at the period alluded to, contain the particulars of that service, and furnish premises whence accurate conclusions may be readily drawn; that as those books are authentic public documents, and as I must necessarily refer to them as to times and circumstances, any thing that I could offer upon the subject would, to their lordships, be altogether superfluous, and appear a presumptuous interruption of their lordships' judgment, which will doubtless always found itself upon those grounds only that cannot be disputed.

" I have the honour to be, &c.

(Signed) " COCHRANE."

" *To the Hon. W. W. Pole, &c.*"

Copy of a Letter from Lord Gambier to the Secretary at War, for a Court Martial.

" SIR, *London, May* 30, 1809.

" Having in my letter to you of the 10th instant detailed the whole of the proceedings of the fleet under my command in the attack on the enemy in the Road of Aix, I had flattered myself that I should have received some signification of an approbation of my conduct, and have had the gratifying task of conveying to the officers and men under my command the estimation in which the gallantry and discipline displayed by them upon the occasion were held by his Majesty and their country.

" Understanding, however, that there are some doubts whether the fleet is to be so honoured, and feeling that even a doubt upon such a subject cannot be entertained, consistently with my reputation as commander-in-chief, I request that you will be pleased to move the Lords Commissioners of the Admiralty to direct a court martial to be assembled as early as possible for the purpose of inquiring into my conduct as commander-in-chief, and all the transactions relating to the fleet under my command, from the 17th of March last, when the Caledonia anchored in Basque Roads, to the time of her quitting that anchorage for England, on the 29th ult.

" I have the honour to be, &c.

(Signed) " GAMBIER."

" *To the Hon. W. W. Pole, &c.*"

Lord Gambier then presented to the Court all the orders he had received from the Admiralty while commanding the Channel fleet.

1st. Instructions to proceed, under certain circumstances, off Cape Finisterre, to send a frigate to look into Corunna and Ferrol, &c.

2d. Informing Lord Gambier, that ten additional gun-vessels and fire-ships, and Mr. Congreve with his rockets, were ordered to join his lordship, &c.

3d. Secret instructions from the Admiralty, directing Lord Gambier to assure to the masters of vessels employed upon this service, remuneration for loss of ships, &c.

4th. Situation of the enemy upon the day of the proposed attack, with the plan of Sir Richard Keats. 25d April, 1807.

5th. Secret letter from the Hon. W. W. Pole to Lord Gambier, signifying the wishes of the Lords of the Admiralty that his lordship should employ Lord Cochrane upon a particular service.

6th. Letter from the Hon. W. W. Pole to Lord Gambier, with further instructions.

7th. Orders from the Lords of the Admiralty to Lord Gambier, directing him to send some ships and frigates to intercept the enemy in case he should endeavour to get into Brest or L'Orient harbours.

8th. Letter from the Hon. W. W. Pole to Lord Gambier, acquainting him that certain ships which were ordered to protect the trade, and interrupt the L'Orient squadron, were to be under his lordship's command.

Mr. Stokes, master of the Caledonia, the first witness sworn and examined, produced and identified the log-books of that ship. He also produced a sketch or drawing of the station and situation of the British and French at Isle D'Aix; partly, as he said, from the knowledge which he had gained from soundings and observations taken of the Isle of Aix, and partly from a French manuscript chart.

Lieutenant Hawkins, the signal officer of the Caledonia, produced and identified the signal logs of that ship.

Mr. John Spurling, master of the Imperieuse, produced and verified the contents of the log-book of that ship. In answer to certain questions, which were put to him, he said he remembered going on board the Indefatigable about the 12th May last. He went for his own information, and not by any person's order or suggestion. He wanted to make a memorandum from the log-book of the Caledonia, of the time of the ship's coming into action, but the first lieutenant said he had better not do it, as he could not do it without Captain Rodd's leave. He made no alteration in the Imperieuse's log afterwards; nor did he make any observation respecting that log to any one on his return to the Imperieuse. He did not confer with his captain, Lord Cochrane, on going on board the Indefatigable for that purpose. He did not know that his lordship knew of it. He did not tell him of it. He could not say whether he knew of it or not.

Q. It has been observed, that in the afternoon log of the 12th of April, there are various insertions of material events and circumstances: how did it happen that there are insertions of transactions in the afternoon of the 12th of April, inserted in the margin and not in the body of the log? — A. After the action was over, I received orders from Captain Lord Cochrane to proceed with a boat, to ascertain the depth of water between the Imperieuse and the French admiral's ship, which occupied my time until it was quite dark. On my return, I entered such part of the transaction relative to the action, then in my memory. Next day having the middle watch, looking over my log-book as I might not have a opportunity to fill it up on the next day, I found that I had omitted those things which are entered in the margin.

Mr. Raven, master of the Cæsar, and Mr. John Thompson, master's mate of the Beagle, produced the log-books of those ships, and verified their contents.

Q. *(By the Court, to Mr. Thompson.)* I see in the margin several entries relating to the Imperieuse, in the margin of the log: why did you not write it in the body instead of the margin; or how does it happen that an insertion of very material circumstances stated to have occurred at half-past eight o'clock, A.M. of the 12th of April, was inserted in the marginal column, instead of the body of the log?— A. In copying from the log-board I missed the signals, and I copied it into the log-book.

Captain Lord Cochrane sworn and examined.

Q. Were you ever entrusted by Lord Gambier with the conduct of the

fire-ships in the attack of the enemy on the 12th of April, in Basque Roads ?—A. I was.

Q. At what time did you arrive in the Imperieuse and join Lord Gambier ?—A. I have got the log with me, I cannot swear to it, not having written it myself, but I believe it correct. It appears from it on the 3d of April, but I do not myself exactly recollect it, I think it was about that day.

Q. What was the strength of the enemy's fleet at that time, how moored, and how protected by the works on the Isle of Aix, and by the shoals at the entrance of the harbour?—A. The enemy's fleet appeared to consist of nine sail of the regular line, beside one ship of three decks, Calcutta, of 50 guns, four frigates, and there was another large vessel, I don't know what she was; she might be a store ship; they appeared to be moored, as near as I could judge, N. and S. I thought they first inclined considerably more to the N.E. and S.W. They were defended by their own cannon, the vessels being in a very strong position, they were flanked by thirteen cannon towards the N. Aix, besides the mortars of that island. The frigates were stationed to the S.E. of them, apparently for the purpose of flanking the other side of their protection against boats and fire-vessels. Between Aix and the Boyart I do not know of any shoal. The water is not deep at Aix, but shelves gradually off towards the entrance of the harbour.

Q. At what distance from the enemy was the British squadron moored on the evening of the 11th of April, immediately previous to the attack by the fire-ships, and what was its strength, and was the situation in your judgment properly chosen, and what was the wind and tide?—A. To the best of my judgment the British fleet was between eight and nine miles from the enemy's ships on the 11th of April; in the evening they remained in the same position as on my arrival; from the time of my arrival and until morning of the 12th. I believe the British squadron unmoored that night, but don't know of my own knowledge. The position chosen by the commander-in-chief was a very good position for blockading the enemy, and for observing any material movement of the squadron. Having already mentioned my opinion of the distance, it must be obvious that the destruction of the enemy could not be effected while in that position by the ships there placed as already mentioned. The wind was not the same in the evening as the morning; at eight o'clock P.M. on the 11th, in the evening, the wind must have been about due N. I did not state exactly the point of the wind, but think so; the tide at the same hour began to run towards the S.E. As to the strength of the British squadron it consisted of eleven sail of the line, besides nine frigates and one bomb.

Q. The flood-tide runs towards the S.E. ?—A. Yes, a flood-tide had just begun to run towards the S.E.

Q. Did it appear to your lordship that the admiral made every arrangement for preparing and sending the fire-ships against the enemy ?—A. Every possible assistance, as well as Admiral Stopford and the captains of the fleet.

Q. Were the frigates and other smaller vessels properly placed by the commander-in-chief for affording every assistance in the attack on the enemy ?—A. Very judiciously placed.

Q. It appearing by the signal log of the Caledonia that you made several signals for the ships of the fleet to come up, and of the situation of the enemy, was it your opinion that it would have been expedient for the commander-in-chief to have sent in half the fleet, or any part of it, to destroy the enemy's ships, considering tide, &c. and was it your opinion such ships could have again got out in safety ?—A. I did make the signal; the Imperieuse being the nearest ship placed by his lordship in the guidance of the fire-ships; and having had the charge of these vessels, I thought it proper to communicate to his lordship the state in which they appeared to me to be,

which I did by the signals mentioned—(produces some papers). These are copies of the minutes which I made at the time; the time may not be precisely accurate, but the circumstances are perfectly correct, and well known by all the officers in the fleet.

[Some discussion took place upon Lord Cochrane's referring to his minutes, after which the examination proceeded.]

It is my opinion that a much smaller force than half the fleet would have been sufficient; the signal was directed by the Caledonia to be repeated. I ordered the signal to be made that two sail of the line was enough, which I have since understood was not made, but that the officer repeated the previous signal. The fact was, he thought it would be an insult to make that signal, and therefore he repeated the former signal, leaving it to the discretion of the commander of the fleet to send what portion of the fleet he might think proper. From the time that the first signal was made in the morning, until about eight o'clock, it was ebb tide; the tide was going to windward. At eight o'clock it was low water. There is anchorage out of range of shot or shell for at least six sail of the line. The Imperieuse passed in going in close to the Buoyart, it was then nearly high water; about half past one or two o'clock in the day of the 12th, when going in. Coming out it was also high water. In both of which courses there was sufficient depth for vessels of any size; the impression of my mind is, for vessels of any size, at any time.

Q. Do you recollect what depth you had when you passed?—A. I think very near the Buoyart we had six fathoms. That vessels of any size, at any time, might go in or out.

Q. I think you said that six sail of the line might lie clear of shot or shell; have you any authentic chart, or any evidence to support that opinion?—A. It was from the soundings we had; provided the tide does not fall more than 12 feet. It is so mentioned on the French chart, which I produced in court, I had no other means of judging. With respect to depth of water, I can to a certainty say, that if the rise and fall is not more than 10 or 12 feet, I think there is depth enough at any time. I think the ship would have gone in as safe as the others did afterwards.

Q. You have mentioned that there was room for six sail of the line, did you mean at any time of the tide to lie without the range of shot or shell?—A. Yes, at any time of the tide, to that I can speak positively, we were there at all times of the tide; it was the height of the springs, and there was five and a quarter fathoms under our bottom at low water, and from five to six fathoms for a distance round about us sufficient for that purpose. That was my impression at the time, but now I believe you might put a dozen or twenty sail of the line, without shot or shells.

Q. Did the commander-in-chief, in consequence of signals made, soon after, and when, weigh with other ships and proceed near the Isle of Aix, and at what time did he come to anchor?—A. He weighed, I think, about eleven o'clock, and anchored about half an hour afterwards, having both wind and tide in his favour. The position taken up by his lordship was nearly that mentioned in the French chart, and which I offered to the court, marked No. 2, in which is shewn the situation of the enemy from day-light in the morning of the 12th, and till the two French ships which remained at anchor cut their cables on his lordship standing towards them.

Q. Was the position then taken up by the commander-in-chief the most proper for observing the enemy, for sending ships in the most prompt manner to attack and assist the ships, and might that position have been taken at an earlier period, for the good of the service, and carrying into effect that service for which you made signals?—A. It was a good position to observe the enemy if taken at eleven o'clock, but it was not taken till two; it was not a position for attack; there was no attack at the time.—It was a good

position for observing the motions of the enemy; and being near, assistance might have been sent to any vessels, had an attack been made upon the enemy. That position might have been taken at day light, when an attack might have been made to the advantage of the service.

Q. It appearing by the log of the Imperieuse that you having previously sent in a man to take soundings, did you weigh and advance towards the enemy by signal from the commander-in-chief, or did you do so without orders by signal or otherwise?—A. I think it necessary, if I am permitted by the court, to read as an answer to this question, remarks which I threw together in consequence of a letter from the secretary of the Admiralty, stating that a court martial was to take place.—These remarks contain all the transactions which took place in Basque Roads, and are expressly in answer to the above question. The Imperieuse had been detached the night before, I being the captain, having the charge of the fire-ships to effect the destruction of the French fleet, and the Imperieuse had not been recalled from that service.

Q. When you went in on the 12th did you so go in, pursuant to signals of the commander, or did you do so without orders, by signal or otherwise?—A I did so in compliance with what I considered the spirit of the orders I had received. The doing of it was my own act. The entry in the log-book of the Imperieuse, that I weighed at half-past eleven, is not correct, as will appear by the log-books of the fleet. I weighed at one o'clock; the Ætna rather preceded me.

Q. It appears by the log that you made signal of distress; what was the nature of distress of your ship, and did any one mind what came to your assistance, and was there any unnecessary delay in that respect?—A. I inquired by hailing, what attack was intended to be made on the enemy. The commander replied, he was ordered to bombard; I directed the commander of the brig to go close, and that I should protect them. It was then one o'clock. The French three-decker swung to her hawsers, and the last of their ships began to move. I had had the charge of the fire-ships; they had failed of every expected purpose. I knew what the tongue of slander was capable of, and although I admit that the feelings of my Lord Gambier for the honour and the interest of his country, were, and are, as strong as my own, yet personal considerations were not enough; the expectations of my country, the hopes of the Admiralty, and my own prospects, were about to vanish. I weighed anchor, and ran in, and went beyond the possibility of return; I ordered sail to be made after the sternmost ships of the enemy, and in standing in, I made the signal that the chase was superior to the chasing ship, because the Ville de Varsovie and Calcutta were both afloat, and immediately afterwards, that we wanted assistance, which signal is absurdly coupled with the words "being in distress.' When we got up to the Buoyart, we opened our fire upon the Calcutta and Ville de Varsovie. The Calcutta was broadside on, the Varsovie lay with the stern towards us, she being under sail, and the Aquilon was in the same position, the latter did not fire for a long time, they were employed clearing away their stern to get guns out. When we anchored it was about two o'clock. Some brigs had anchored as marked in chart No. 2, for the protection of the bomb, and were firing, but too far off to be of any use. I made the signal for them to close, but as there is no flag to express brigs only, without frigates or larger vessels, most of which were commanded by my seniors, I explained as far as lay within my means, that this signal was intended for them by firing from the main-deck, the quarter-deck shot did not reach them. This signal, I was afterwards told, gave considerable offence, and so soon as I learnt that from Sir Harry Neale, I declared to Lord Gambier, that it was not my intention, in the slightest degree, to hurt his lordship's feelings. I had then

no time to express, by a tedious telegraph communication, what I meant to convey. We were all busily employed, when it was reported to me that several sail of the line and frigates were coming to our assistance. About three the Revenge and several frigates came within hailing. I hailed them to anchor, or they would ground, we having taken our birth on the very edge of the shoal—it was the falling tide. Several that had anchored opened their fire on all the ships that were within reach, the Varsovie, Aquilon, and Calcutta. I made signal that the Calcutta had struck, and sent a boat to inform those who were firing at her, that our boat was then on board of her; on which the Indefatigable and others turned their fire to the Varsovie and Aquilon: I ordered our people to cease firing; there were then ships enough to destroy the enemy without the Imperieu e; our people were much fatigued, they therefore rested themselves, with the exception of those ordered to repair their rigging: the other ships continued to fire on the Varsovie and Aquilon until they struck, which was about six o'clock. The Calcutta was set on fire; the enemy in a consternation kindled it still more: our boats were employed shifting the prisoners; the French were deserting several of their ships with every boat that belonged to them, and pulling and sailing for the Rochefort river; an attempt was intended to have been made to burn the enemy's ship Ocean. Captain Bligh volunteered this service. Captain Maitland regretted that on account of Captain Bligh's previously having undertaken it, that he was deprived of that opportunity of distinguishing himself. I was too much fatigued to undertake it myself, I could scarcely stand through excessive fatigue; the reason it was not done I only learnt since seeing the public despatches in the papers. As the French had taken to their boats to land the people, they were all ashore that night, and the next morning there were two or three chasse marées in their stead, lightening the enemy's ships, by taking articles from them. There was no delay whatever to the best of my belief after the signal for assistance was made, on the part of Lord Gambier, in ordering the vessels to our assistance; but had the attack been made in the morning when the tide was falling, until past eight o'clock, and when the enemy's ships were all, with the exception of two, fast aground, a three-decker and two others, as shewn in chart No 2, lying close together to windward, with their masts and yards apparently locked, in which position they continued until one o'clock, it is my opinion that seven sail of the enemy, including the three-decker, might have been destroyed with facility, by two sail of the line, assisted by the frigates and smaller vessels; and it is my opinion, that after the hour of half-past eleven, when the enemy's two ships that remained at anchor until the British fleet weighed, the frigates alone, assisted by the smaller vessels, might have destroyed the whole of the above-mentioned ships, the rear of which afterwards were attacked.

The Court here adjourned; and when they had re-assembled, on the following morning, the examination of Lord Cochrane was proceeded with.

Q. Did it appear to your lordship that any unnecessary delay occurred from day-light of the morning of the 12th of April, when you made signals to the commander-in-chief that half the fleet would destroy the enemy's ships, that seven of them were aground, &c.?—A. Yes, when I expressed by signal to the commander-in-chief, shortly after day-light in the morning, that part of the British fleet was enough to effect the destruction of the enemy, there being then only two sail of the enemy's ships capable in any degree to resist an attack, I did expect that an endeavour would have been immediately made to dislodge these two ships from the situation in which they remained, by an attack by two or three sail of the line, which were

sufficient for that purpose. The tide and wind were, from eight o'clock in the morning until twelve, both going the same way, and ships of the line by passing were near to the Buoyart, and putting their helm a-lee, would have brought their heads, their fore and main-top-sails being to the masts, towards the N.E. which would have enabled them (at a distance at which the shot of the enemy would have had no effect) to bring their guns to bear upon the enemy's two ships, which still remained at anchor, until they approached them, or until so far to lee-way that they would have been able, by putting their helms up, to run to leeward between them and the ships on shore, and thereby force them to cut and run aground likewise, and then effect both their destruction and the destruction of the other vessels which were on shore, and which I have already stated might have been destroyed by the endeavours, in my opinion, of two sail of the line, aided by the frigates, at any period previous to half-past eleven o'clock of the 12th of April, and by the frigates alone before one o'clock, when the French three-decker swung to her hawsers, and when the last of their ships began to float (I speak of the line-of-battle ships), for the two ships which had remained at anchor, and cut on the approach of the British fleet, had also grounded, there not being, even then, at half tide (twelve o'clock), water enough for them to effect their escape up the middle of the channel leading to the river Charante.

Q. *From the Court.*—What were the circumstances that induced your lordship to believe that from eleven o'clock to one, the frigates alone were capable of destroying the enemy's ships?—A. The helpless situation of the enemy, they being aground, and the same conviction that led me afterwards to consider the risk in attempting it exceedingly small.

Q. If, in your lordship's judgment, the frigates alone were sufficient to effect the destruction of the enemy's ships between half-past eleven and one, why might they not as well have performed that service between any period of the morning and half-past eleven?—A. At eleven o'clock the British fleet weighed and stood towards the enemy, whereupon the two ships, which continued still at anchor, cut and ran aground. The British fleet anchored about half-past eleven o'clock. I was ignorant what Lord Gambier's plans might be; and though I concluded that the fires for cooking had long previously been out, yet I imagined that this might possibly have been to give the seamen something to eat, previous to going into action; and although I regretted the time that appeared to my mind to have been already lost, and what we were evidently losing by even half an hour's delay, in making some kind of attack by a couple of sail of the line, or by the frigates, yet I consoled myself with the supposition that his lordship intended a grand blow on the island and on the ships at once, although I thought this highly unnecessary in order to effect their destruction, nor prudent to the whole fleet. I could not in any other way account for a proceeding that thus enabled the helpless French ships to endeavour their escape, undisturbed, into the river Charante. Twelve o'clock arrived, no signal was made to weigh. Half-past twelve, still no signal.

Admiral Young.—This is very improper. This is no answer to the question. It is only calculated to make an unfavourable impression against the prisoner, and wholly irrelevant to the question.

Lord Cochrane.—I am bound to tell the truth, the whole truth, and nothing but the truth, and with submission to the Court, if I am not permitted to state the circumstances upon which my opinion is grounded, it is impossible I can give a full answer to the question: and until the Court shall hear the whole of my answer, it is not possible they can form any correct judgment upon it, and must remain in ignorance of the fact.

Admiral Young.—Lord Cochrane, you are bound to give a direct answer

to the question, and not to state that which the Court are decidedly of opinion is wholly irrelevant.

The PRESIDENT.—I really think since Lord Cochrane has gone so far, the Court should hear the whole of his answer; we can then judge what part of it should stand, or be expunged.

[After some further discussion, the Court was ordered to be cleared. Upon our re-admission, the President informed Lord Cochrane that he should finish the present answer; but he was in future to confine his answer directly and decidedly to the question. His lordship had also made use of an expression, in the opinion of the Court, highly indecorous, in applying the word ignorance to the person who had proposed the question.]

Lord Cochrane, in explanation, replied, that he had meant no disrespect whatever to the Court, but thought he had said, if he was not allowed to explain, the Court would remain in ignorance of the fact.

The question was then repeated.

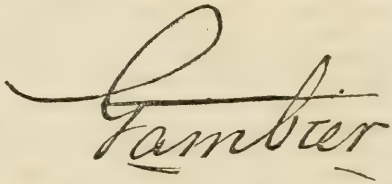
Lord Cochrane continued.—I ordered the cables to be hoved taut up and down. The Ætna bomb passed; I inquired by hailing if any attack was intended to be made on the enemy, and was answered by the captain that he was directed to bombard the enemy. I think there was a brig coming down after him; I desired him to close, and hoved anchor to the bows. The impression on my mind was, having seen no signal made about that time to indicate an attack, that no further attack except that by throwing shells was intended. The Calcutta, Varsovie, and most of the other ships were pressing sail to force them on towards the Charante, and out of our reach. The Imperieuse, although we did not commence to fire on the enemy until two o'clock, was then wholly in time, by firing on the Calcutta, to cut away, or to cause them to break from the confusion into which they were thrown. The confusion of the enemy forced the Varsovie ashore, and thereby prevented the escape of these two ships, which were the last, with the exception of Aquilon, which vessel, although near, was a little further up, and they on board the Aquilon were in such confusion, that it was upwards of an hour and a half before they could get one single gun out of the stern ports of that vessel. The whole of the enemy's ships of war were, at two o'clock, in the position shewn in Chart No. 3, which I shall present to the Court; and the British fleet are there put down, as it appeared from the Imperieuse, from the anchorage which she took up, and in which anchorage she continued until one o'clock, close to the Buoyart shoal, just within the longest drop of shells. The Eagle, although nearest, did not fire at all (*produces the charts*). The reasons, if there are any, why the frigates might not, previous to the hour of half past eleven o'clock, have attacked the enemy, will be found in the preceding narration, wherein it appears that two sail of the line continued at anchor until half-past eleven, which two ships, it appeared to my mind, it would have been better to attack by opposing to them two or three sail of the line, instead of a great number of frigates, although it was my opinion that the frigates themselves would have been quite equal to the task. The enemy's two ships were employed all the morning attempting to get their topmasts up, which in the course of six hours from day-light in the morning, I do not think they had quite effected at the time they made sail on the approach of the British fleet, and ran aground in the middle of the channel leading to the Charante; I think in about half an hour after the British fleet anchored. This gave rise to my opinion that they were not in a state to fight.

Q. It being stated in the log of the Imperieuse, that about four o'clock P.M. on the 18th, the signal was made to the inshore squadron to work out of the ebb tide, that a signal of recall was also made to you, which you

answered by a telegraphic communication, and it not appearing by the log of the Caledonia that such signal was made, state whether such signal was made for recalling, and whether the inshore squadron came out in consequence thereof, and what was the purport of the telegraphic signal you made to the commander-in-chief?—A. On the morning of the 13th April, the ships of the line, one of them hearing the firing of Admiral Stopford, weighed and worked out of the inner anchorage, by order, to the best of my belief, from Admiral Stopford, whose ship shewed some lights, which I understood was a signal for that purpose to the line-of-battle ships. Most of these having continued until low water in situations in which it was known by the chart that there was not water enough. The signal of recall was reported to me, about four or five o'clock in the afternoon, to have been made by the Caledonia, and I answered by telegraphic signal, that the enemy could be destroyed, and I was the further confirmed in this opinion, by an official letter, directed, "on service," which I hold in my hand, directed to me from his lordship, ordering the Imperieuse, together with the bomb, and dated on the 13th, written, to the best of my belief, in his lordship's own hand, and which I beg may be read to the court.—The letter was then read, in substance nearly as follows:—

"MY DEAR LORD, *Caledonia, April* 13.

"You have done your part so admirably that I will not suffer you to tarnish it by attempting impossibilities. You must therefore join me as soon as you can with the bomb, &c. as I wish to have some information from you before I close my despatches. I am, &c.



"*Postscipt.*—I have ordered three brigs and two bombs to join you in the attempt; but I dont think it will succeed. You must come to me in the turn of the tide, as I want to send you to England as soon as possible."

To which I replied by the following letter, also dated the 13th, and with which letter I sent a commissioned officer:—

"MY LORD, *Imperieuse, April* 13.

"I have just received your lordship's letter: we can destroy the enemy's ships on shore, of which I hope you will approve. I am, &c.

"COCHRANE."

Q. It appears from the log of the Imperieuse that at three P.M. the Ætna, with brigs in company, was bombarding the enemy's ships, in the Channel; when were they recalled, and by whose orders?—A. I sent them in to bombard the enemy. I believe they came out after the Imperieuse had weighed, and the Eagle had taken her anchorage. I told them the day before, to come out on the ebb tide, but they did so a little after high water.

Q. In your lordship's letter to Mr. Pole, in answer to his letter, and requesting you to state to the Lords of the Admiralty your grounds for objecting to the vote of thanks, you referred generally to the log. You are

requested to state whether you meant to draw their lordship's attention to more than the documents now stated, and on which you have given your sentiments?—A. Having been directed by their lordships to explain my reasons, I referred their lordships to the logs and signal logs of the squadron, considering that, under every circumstance, the best source from whence their lordships could derive information. It was not my desire, unless I had been pressed, to have drawn their lordships' attention to any part of them, or any other documents. I considered the affair in Basque Roads in every respect as passed, and, whatever my opinion might have been, incapable of all remedy. Had it been a matter in which the future interests of my country were involved, I should not have hesitated one moment in pointing that out to their lordships, and calling their attention to every part of these documents, or any others I might be possessed of. I have now also to call the attention of the Court, that had the frigates on the morning, instead of leaving the inner anchorage and accompanying the ships of the line, remained there, full opportunities offered that day to destroy several sail of the enemy, which were not out of reach of the vessels properly placed, at proper times of tide, or of smaller vessels during every part of the tide, and I see no cause to alter my opinion.

Q. When did your lordship first discover in the inner road of Aix, that there was anchorage sufficiently capacious to contain six sail of the line to ride, without being in range of shot or shell?—A. I have been in possession of the French charts, which I have not found defective in any material points, for a period of years; and from these charts I have at all times drawn conclusions with respect to the depth of the water and other circumstances which relate to navigation upon the enemy's coast; and on them, in this case, as in all others, I placed my dependance. I went in; on many I found them correct. I knew by the charts, when in pursuit of the Calcutta, I was to find a bank. We found it, and this I did, knowing what I was about. Upon my tract close by the Buoyart, I found it correct, and in fact, I had confidence in the chart, by which on sailing it appeared to me that this anchorage might, if any object was in view, be taken.

Q. In the chart your lordship consulted on this occasion, are the soundings so marked in it as to afford a space sufficient for six sail, not within range of shot and shell?—A. That conviction was upon my mind; but on referring to the chart, which is exactly the same as others which have been in my possession, I find that no soundings are wanted; but the court can, by referring thereto, decide the question.

Q. When you found, by experience, on going into Aix Roads, that the soundings you found in the chart you made use of were correctly set down, and from thence you drew a conclusion that there was safe anchorage for six sail of the line, did you make any communication of that important fact to the commander-in-chief?—A. The commander-in-chief had the same charts, I believe, as I was in possession of, upon which, as I have already stated, I formed my conclusions with respect to the anchorage above alluded to. He had also French pilots on board, in whose reports, from previous experience, I knew the commander-in chief to rely above all other authority. On reconnoitring the fleet the first day, we were so near as to induce the enemy to open his fire from almost his whole line. I reported to the commander-in-chief the ruinous state of Aix, its fortifications being completely blown up and destroyed, which I might easily ascertain from the deck with perfect precision, not only as to the side towards us, but also as to the opposite side, from the main-top of the ship. There were only thirteen guns mounted upon that side, on which I had formerly seen, to the best of my recollection, about fifty. In making these observations to his lordship for his information, he stated his perfect reliance upon the opinion of the pilots, and assured me that Isle d'Aix was exceedingly

strong, and that I think it had three tiers of guns mounted towards the shipping. I then observed to his lordship that the circumstances which I then related were within my own observation, which did not alter his lordship's opinion.

Q. Can the ships of the line arrive at that anchorage at all times of the tide?—A. By following the track which I judged best in taking in the Imperieuse, that being farthest off from the fire of the enemy, I do believe that ships of the line may pass in at any time of the tide. I sat on the netting attending to the leads, during the time we were going in, it was then high water; and having marked that the rise and fall of the tide was stated at ten feet, the impression upon my mind was, that I should not with a ship of the line hesitate to go in. I think my impression at the same time was, that at low water it would not be proper to take one of the heaviest ships in, which was not necessary. I do not think we had less than a 40-gun ship. We passed so close to the Buoyart I could have thrown a penny piece on it.

Q. All the information your lordship has of the rising and falling of the water was obtained from the charts only, and without any other information?—A. I had remarked, when before on that coast, the rise and fall of the tide, at a place not far distant, to be about ten or twelve feet at the highest tide; and I thought afterwards, when the French ships lay aground, that they stood about twelve feet. The Aquilon had sunk about ten feet, and it must have been at the dead of low water when I went on board of her.

Q You said that ships of the line might have brought to, with their heads to the N.E. near the Buoyart Shoal, and might have engaged the two French ships that remained at anchor, without danger from shot or shell from the Isle of Aix; would they have been nearer to the Isle of Aix than they would to those ships?—A. I should not have thought of bringing any ship's broadside to an enemy when at a distance so great as from the Isle of Aix to the Buoyart, but should have continued on the same course that ships would do in going to the inner anchorage, until the enemy's shot began to tell, and then I should have brought the broadside of the ships to bear in the manner before described, having their heads towards the N. and E. or, if their shot did not tell, so as materially to injure, I should probably have proceeded to bring the larboard guns to bear, by passing on the side opposite to Isle D'Aix, till I placed my ship, or ships, in such a situation as not only to capture or destroy these, but those also which were lying as in Chart No. 2. The distance was such that I might lie here for a week and not have been hit twice.

Q. You said, that after a time they might put their helms up, and run under the sterns of the ships at anchor, and engage both these ships and the ships that were on shore; was that a situation in which any of our ships were at any time placed?—A. I have said, that provided I found it more expedient, I would have done so; the Valiant, and ships that joined the Imperieuse about three o'clock P.M. on the 12th April, placed themselves, or rather passed the position alluded to, and went on towards the end of the shoal, which in the case stated in the question would not have been necessary.

Q. Your lordship having stated that if two or three sail of the line, in coming in, had borne close on the Buoyart, had laid their main and foretop sails aback, and taken the tide under their lee, so as to enable them to bear round, and go up to the enemy's two line-of-battle ships, then afloat, was there space enough for either one, two, or three sail of the line to have taken up an anchorage, with even part of their broadsides to bear on those two ships, without taking the ground?—A. I did not consider the tide under the lee as a point essential to the bearing up. There was sufficient room.

I can speak with positive certainty, for we in the Imperieuse, when working out from the position which we occupied, as shewn by Chart, No. 3, tacked repeatedly, and traversed all the space between the shoal of the Buoyart and the buoys of the enemy's ships, where they had been anchored in line, and from which they had cut. I should not have stood so far towards these buoys had it not been that the enemy seemed little inclined to disturb us, which I not only attributed to the ruinous state of the works, but concluded that they were in want of powder or other military stores. I should not have chosen, however, any distant station, but should probably have brought up alongside of them, and on that side directly opposite to Aix. The three-decker, and other ships on shore, two of which after appeared to have their masts locked together, could have given no material disturbance to such a position, and these three might have been destroyed by one seventy-four, had she been sent to attack them, or even by a frigate or two, while the two French line-of-battle ships were occupied at their anchors, as is above supposed; when I arrived at the outer anchorage, I mentioned to Lord Gambier that as there could be no jealousy with respect to Admiral Stopford, that it would be a matter essential to the service to send the admiral in with the frigates and other vessels, whichever his lordship thought best, as his zeal for the service would accomplish what I consider yet more creditable than any thing that had been done; I apologised for the freedom which I had used with his lordship, and stated that I took that liberty as a friend, for it would be impossible, things remaining as they were, to prevent a noise being made about it in England. I said, "My Lord, you desired me to speak candidly to you, and I have used that freedom; I have no wish or desire but for the service of our country," to which his lordship replied, that if I threw blame, it would appear, as arrogantly claiming all the merit to myself. I assured his lordship I had no such intention, and mentioned at the same time that it was not my desire to carry despatches, or to go to London with Sir Harry Neale, upon the occasion. His lordship immediately after delivered to me an order directing the above. When I weighed I had the satisfaction of hearing that the signal had been made for Admiral Stopford, but whether to execute the above purpose by the frigates, or other means, I do not know.

Lord Gambier declined asking Lord Cochrane any questions at present.

Admiral STOPFORD was next sworn and examined.—He stated that, under all the circumstances of the case, between the 10th of March and the 17th of April, he did not think there was any delay or deficiency on the part of the commander-in-chief, in executing the service entrusted to his care.—The ships were unmoored on the 11th of April. From a conversation which he had with the commander-in-chief before unmooring, he understood it was for the purpose of being ready to take advantage of any favourable circumstance. There was, he said, some conversation which had no practical effect, respecting the fleet making a shew of getting under weigh to deceive the enemy, for the purpose of preventing the enemy's boats coming out to intercept the fire-ships.—The signal was made, and the fleet moored again about sun-set, except the Cæsar. The commander-in-chief did not at the time communicate to him his reason for mooring, but from the close order in which some part of the fleet was originally moored, and considering the strength of the tide, he thought there might have been some risk of the ships nearest to each other getting on board of each other had they continued so close.

Q. The morning after the fire-ships were sent in, some signals and telegraphic communications were made from the Imperieuse to the commander-in-chief? Do you recollect what they were?—A. I confess I must

speak more from recollection than from any thing I saw myself. I can speak to those which were officially reported to me by the captain of the Cæsar. The first signal reported to me to be made by the Imperieuse was, "seven of the enemy's ships on shore; the fleet can destroy them." Soon after signal repeated, "that half the fleet could destroy them." Between half-past six and eight o'clock, I do not recollect any other signal made by the Imperieuse till between half-past twelve and one o'clock, same day, and standing in towards the enemy. The Imperieuse made signal that the enemy's ships were superior to the chasing ship, but inferior to the fleet united; also that the Imperieuse was in distress, and wanted assistance.

Q. Was any official information given to you of the commander-in-chief having recalled the Imperieuse on the morning of the 12th?—A. No such communication was ever made to me.—The Revenge, Theseus, Valiant, and Cæsar, went into the Road of Aix at different times of the night. The Cæsar some hours after the Valiant. They were recalled by no order from the commander-in-chief, but the Cæsar, Theseus, and Valiant, came out by orders from me. The reason for calling those ships from the service on which they were ordered, without directions from the commander-in-chief was, the imminent and inevitable danger they were exposed to by continuing in that station; also the certainty that they could not be employed with farther effect. The evening preceding, when the Cæsar was going in, she got on shore for three hours, in range of the enemy's shot; and this contrary to my expectations, being told by the pilot there was sufficient water. The captains of the Theseus and Valiant also informed me that their ships had been aground.

Q. On what shoal was the Cæsar aground?—A. A continuation of the Buoyart, or a separate bank in the same line with the Buoyart. At the time the Cæsar got ashore it was nearly dark, and the enemy did not perceive her situation. If it had been day-light, I should have despaired of getting her off.

Q. Did you know that within the Road of Aix, there was an anchorage capable of containing six sail of the line, perfectly out of reach of shot and shells from any of the enemy's batteries?—A. Previous to our frigates going in I certainly did not know it, although some pilots were of opinion that there was, others that there was not. With respect to the number, I understood it never contained more than four ships in five fathom, without range of shells. Had I known of that anchorage before I went in I should have expected to derive little good from any ships going there, as it was quite out of the line of annoying any of the enemy's ships that were on shore. Before I went in, and in going in, I observed the enemy's ships close under the batteries, and I was so little acquainted with that anchorage, that I was of opinion, both with respect to the navigation as well as the exposure to the batteries, ships could not be employed without imminently risking their safety.

Q. You have commanded a squadron for a considerable time in Basque Roads; have you been able to ascertain how high the tide rises and falls at spring tides?—A. Generally from eighteen to twenty-one feet, according to the set of the wind; the N.W. wind makes a higher tide.

Q. When the Imperieuse made the signal that the enemy's ships were on shore, and the fleet might destroy them, would you, with the experience you have as a flag officer, have thought it prudent or proper to send or lead in the fleet to destroy them?—A. In my opinion the dislodgment from the anchorage of the enemy's ships by fire-ships, removed but a small part of the obstacles. With the wind as it then was, and the broadside of the enemy's ships still commanding the passage, we should have been so crippled in going in and in working out a passage a little more than a mile,

I think I should not have risked the ships had they been under my command.

Adjourned till the next day, Friday, July 23, when Lord COCHRANE was re-examined, on certain points respecting the correctness of the charts which he had produced.

Admiral STOPFORD was also re-examined.

Q. When the signal was made by the Imperieuse, on the morning of the 12th, that the enemy's ships were ashore, was any thing done by the British fleet in consequence of it?—A. Shortly after the signal was made by the Imperieuse, the commander-in-chief made the signal to unmoor; but I cannot speak to the exact interval of time between these signals; afterwards the signal was made to weigh, and the fleet moved in consequence nearer to the Isle D'Aix, as the commander-in-chief informed me, for observing the proceedings of the enemy, and with the intention of going in with the fleet, if the wind had shifted so far to the eastward as to allow the fleet to go out again, for which event the commander-in-chief expressed the greatest anxiety.

Q. At what time was it the commander-in-chief informed you of his reasons for going in?—A. Sometime between the hours of eight and ten, in the forenoon of the 12th, being then on board the Caledonia.—The fleet anchored again, rather more than three miles from the Isle D'Aix, finding there was no change in the wind.

Q. At the time when the fleet anchored again, would it have been prudent or proper to have sent half of it in to destroy the enemy?—A. I think it would not. The commander-in-chief desired the Ætna bomb and the smaller vessels, gun-brigs, and other vessels to bombard the enemy's ships that were lying on shore. The captains of the Valiant, the Revenge, the Lyra, and some other ships, were placed towards the Buoyart shoal, in order to support the operations of the gun-brigs. The Ætna and smaller vessels immediately proceeded, without anchoring to bombard the ships. The line of battle did not proceed till subsequently ordered by signal: they anchored. Directions were given to some other ships to proceed. They were given to the captains on board the Caledonia, by the commander-in-chief, and in my hearing. As they were directions that could only be executed according to the skill of the pilots, the orders to the ships drawing more water were of course given with discretion to the captains of those ships, to go in as far as they thought safe, as far as they could depend upon their pilots. From the general signal given for the ships to prepare for battle, with springs on their cables, &c. also from the conversation I had with the commander-in-chief, and witnessing his impatience and disappointment at circumstances not allowing him immediately to go in with the fleet, it was my full conviction that it was the intention of the commander-in-chief, that every ship, of every description, should go in as soon, and as far as the discretion of the captains would admit. The vessels that accompanied the Ætna when she went in, were chiefly gun-brigs and men of war. Afterwards every frigate went in in consequence of signals from the commander-in chief.

Q. How long after the brig-sloops, the gun-brigs, and the Ætna went in was it that the frigates went in?—A. I don't think it could exceed half an hour.

Q. When the fleet brought up at the distance you have mentioned, from the Isle D'Aix, what was the state of the weather?—A. Fine weather, fresh breeze. Wind N.N.W. flood tide. At the time of the fire-ships being sent in on the evening of the 11th, the weather was squally, with strong breeze to N.W. with so strong a sea, that boats could not pull again t it. The wind was still fresh till twelve o'clock: it moderated for a few hours in the

middle of the night, and freshened up again about day-light. The frigates which went in after the smaller vessels, and also the line-of-battle ships, the Valiant and Revenge, proceeded in by signals.

Q. *By Lord Gambier.*—On the evening of the 11th of April, it blowing a gale of wind from the northward at high sea, the night extremely dark, great difficulty of any communication from ship to ship, in your opinion, was not the service in which those officers and men were employed in the fire-ships extremely hazardous, and attended with so much danger as to give reason to apprehend that they could not return?—A. Being directed on that night to take the leading of all the boats that were assembled on board the Cæsar, there was so much wind and sea, I thought they could not act with effect in support of the fire-ships. I directed the captain of the Cæsar, about sun-set, to go to the commander in-chief, and suggest to his lordship from me, the propriety of the boats remaining on board the Cæsar till I thought they could act with effect, of which his lordship and I selected the boat belonging to the Hero, as the best rowing boat I could find, to go to the Imperieuse to acquaint Lord Cochrane of such intention of keeping the boats, and desiring his lordship to send me word back by it if he wanted any other assistance. The weather was so bad that they could not return that night. With respect to the hazardous undertaking, it was fully exemplified by one of the fire vessels belonging to the Cæsar. She went in before the explosion, and before the Mediator, and on coming near the French fleet she brought to, by signal from the others; the exploding vessel blew up close to her, killing two men, and damaging one of the boats, in which they were to come away. The men were therefore much crowded in the remaining boat, in which they had to return to the vessel. The acting lieutenant and one man died from fatigue in the bottom of the boat; the others were picked up by the Lyra brig. Every circumstance was extremely favourable for the fire-ships acting, and therefore I took it for granted, that when once placed properly, they must inevitably go down upon the enemy's ships. This has no reference to the men coming away; so far it was unfavourable.

Q. *By the Court.*—Did you generally observe the manner in which the fire-ships were conducted towards the enemy?—A. As far as I observed, the fire ships seemed all to have answered the purpose of harrassing the enemy. There were some certainly set on fire before it appeared to me they had run so near the enemy as others had; but it is impossible to know whether they were too far. The enemy's line soon began to be scattered; they cut, and the ships might be going properly to one part of the line, though improperly to another, which I might be then looking at.

Q. In passing the Buoyart Shoal I think it was day-light?—A. Just dusk.

Q. What distance did you pass the enemy then?—A. I think a quarter of a mile from that part which is seen when the tide is down. We kept as near to it as we could, to avoid the batteries of the Isle of Aix. There was about eight fathoms, shoal cast five fathoms, and the next cast was on the shoal. For one mile of distance in the passage, shells were crossing us from both sides, but more from the Isle of Aix side. The enemy did not fire their guns fast; but more single shot occasionally: and I think four mortars kept playing upon us.

Mr. Spurling, Master of the Imperieuse, being again called and examined, stated as follows:—On the morning of the 13th, the Imperieuse retreated out of the reach of the Varsovie and Aquilon, they being both on fire; we worked from the Palais shore when the Imperieuse was at an anchor, at the time she was engaged in five fathom, at high water. About two o'clock we were standing towards the Island of Aix; the soundings given

by the men at the leads, to the best of my recollection, was from six to seven fathoms; the depth might be more towards the island, when we anchored (which was out of range of shot and shell); we lay in five and a half fathoms at low water; there was then about the distance from three to four cables nearer towards the Palais, than the Imperieuse had anchored—a good berth for three or four sail of the line to anchor in five and a half fathoms dead low water. When the Imperieuse weighed from the inner road of Aix coming out, it was about the last quarter flood, near high water. She worked out, and kept the lee going the whole time. Between the tail of the Palais and Buoyart shoals, there were six, six and a half, and seven fathoms water. When in six fathoms, turning out from her anchorage, the Imperieuse was within something less than half range of point blank shot, from the batteries of the Isle of Aix. On the morning of the 12th, prior to the Imperieuse proceeding to annoy the enemy, then on shore, I was desired by Captain Lord Cochrane to lay a buoy on the Buoyart, which I did in 6½ fathoms water, at a sufficient distance to allow any ship to have raked round the buoy. After which I observed, on the Isle of Aix, about 20 or 24 pieces of cannon ready mounted; well knowing, however, those guns would do very little execution to any ship passing, that chose to make any opposition against them, they being placed in an open platform, as appeared to me by my glass in an open boat. Observed some considerable parts of the works to be blown up and destroyed, on the part that flanks you, as you run in along the Buoyart shoal.

Q. *By Lord Gambier.* Did the Imperieuse ground on the night of the 12th of April?—Yes, on the tail of the Palais shoal; at an anchorage where we had been firing at the French ships, but not until the last quarter ebb.

Captain Wolfe, of the Eagle, sworn and examined. He knew nothing of the inner anchorage, but from the pilot's information on the day the attack was made; but after he had got in at the time of the attack, he thought if the ships had remained there, without removing to the second anchorage, they must all have been destroyed by the shots and shells from the batteries of the enemy. At the second anchorage, from his own observations, having been there fifteen days after the enemy's ships were burnt, he thought four or five sail of the line might have lain there clear of the enemy's batteries, but must have been moored very short and very close, with other small vessels to fill up the interval. The rise of the tide on spring tides, on the average, for the time he was there, was from 15 to 16, 17, and 18 feet. It did not appear to him, that the commander-in-chief neglected or delayed taking effectual steps for the destruction of the enemy's ships on the 12th; nor did he neglect to take means for the attack of the enemy at any time after the signal from the Imperieuse, that the enemy's ships could be destroyed. No blame whatever could have been attached to his conduct, from the 17th of March to the 29th of April. From the first attack of the enemy's ships, to the final cessation of hostilities against him, every thing was done that could be done to effect their destruction, with the class of vessels that were present.

Captain Rodd, of the Indefatigable, sworn and examined. Before he went in to the inner road of Aix, to attack the enemy's ships, he knew of no anchorage where line-of-battle ships could lie, without the range of shot or shell from the batteries. He knew of no blame imputable to Lord Gambier. He thought that, if the ships had gone farther up the Charente, they must all have been lost. "As it was," said Captain Rodd, "we were aground for upwards of an hour, and striking some time before that; and we were for some time nearly dry. In the direction the anchor was laid, I could not find more than five and a half fathoms at about half ebb. The

signal was made by the commander-in-chief, for the fleet to weigh about two o'clock, P.M. I was all ready for weighing, and weighed immediately: in a few minutes the signal was made for the Indefatigable to proceed to a ship, making signals of distress, bearing southward; the wind was light; we went in under all sail, anchored within conversation of the Imperieuse, and commenced firing on the Calcutta. The shot from the batteries of Isle d'Aix went over the Indefatigable by the head and stern, and the shells from them crossed her. When at anchor with the Imperieuse, a shot passed through the main-top-mast, and wounded the mast."

Q. When you were within the Isle of Aix, did you observe the state of defence of the island?—A. I did. The enemy shifted their guns from one part of the island to the other.

Q. Did the captain of the Imperieuse hail the Indefatigable as she was going out, and propose that she should go one quarter of the Ocean while the Imperieuse went the other?—A. Lord Cochrane hailed the Indefatigable, but what he said I could not make out. I told him I was ordered out. He asked me if I had been aground? I replied, yes. He said he should have to take our ground. Had he sent a boat to me, and proposed a thing of the kind, I could not have thought of doing it without orders from my superior officers, nor do I know that it was possible for the Indefatigable to have got near the Ocean.

Q. When you were called out of the Isle of Aix, could you, had you remained there, have destroyed more of the enemy's ships?—I do not think we could.

Q. Had any of the enemy's line-of-battle ships struck to the Imperieuse before you commenced the action?—A. Most assuredly not; several broadsides were fired at the Calcutta from the Indefatigable. Lord Cochrane, or some person from the Imperieuse, hailed me, and said the Calcutta had struck. I could only see her at intervals through the smoke.

The evidence for the prosecution closed here, and the Court adjourned to Saturday, July 29; when Lord Gambier stated, that he should be ready to proceed on his defence on Monday. The Court having assembled on Monday, on the President's desiring the witnesses to withdraw, as usual, Lord Cochrane submitted to the Court, that it was not the custom of courts-martial to exclude the witnesses from the Court during the defence.

The President—"Lord Cochrane; it is the wish of the Court, in the present instance, that the witnesses should be excluded."

Lord Cochrane—"The trial of Admiral Harvey is a case in point, where the witnesses were allowed to remain in Court during the reading of the defence."

The President—"My Lord, the Court has discussed the measure in the present instance, and it is its wish that you should withdraw."

Lord Cochrane bowed and withdrew.

Lord Gambier was then called upon for his defence, which the Judge Advocate was permitted to read for him, as follows.

[*To be continued.*]

PLATE CCXCI.

WE are induced, in consequence of the success attending our Grand Expedition at the Island of Walcheren, to lay before our Subscribers a Chart of the southern part of the United Provinces; conceiving it to be highly interesting at the present juncture, and extremely useful to refer to, on reading the *Letters on Service*, inserted in our following pages, which afford so ample an account of the various captures from the enemy

THE SOUTHERN PART OF THE UNITED PROVINCES.

NORTH SEA
UTRECHT
HOLLAND
GELDERLAND
DUTCH BRABANT
THE GENERALITY
ZEALAND
NETHERLANDS
Amsterdam
Leyden
Utrecht
Amersfoort
Arnhem
Rhenen
Seventer
Deventer
Zutphen
Nimmegen
Thiel
Bommel
Gorcum
Dort
Bies Bosch
Breda
Bergen op Zoom
Steenbergen
Rosendaal
Willemstadt
Klundert
Helvoet Sluys
Goree
Schowen I.
Walcheren I.
Cadsand I.
Flushing
Middleburg
Veere
Arnemuiden
Vlissingen
Sluys
Ostend
Sas van Ghent
Ghent
Antwerp
Mechlin
Scheldt R.
West Scheldt
E. Scheldt
Hague
Delft
Rotterdam
Gouda
Leyden
Haerlem
Amsterdam
Naarden
Muyden
Weesp
Harderwyck
Elburg
Nieukerk
Appeldoorn
Doesburg
Doetinchem
Arnhem
Velp
Dieren
Otterloo
Barneveldt
Voorn
Amersfoort
Driebergen
Veenendal
Ysselstein
Wyk
Leek
Lingen
Rhine R.
Waal R.
Leek R.
Yssel R.
Meuse R.
Maes R.
Boxtel
Helmond
Venlo
Asten
Stryp
Eindhoven
Hilvarenbeek
Tilburg
Dongen
Oosterwyk
Oudenbosch
Merk R.
Roosendaal
Bergen op Zoom
Hulst
Fort Frederick Henry
Philippine
Terneuse
Axel
Assenede
Aardenburg
Ysendyke
Middelburg
Flushing
Cadsand I.
Walcheren I.
Schowen I.
Goree
Helvoet Sluys
Brouwershaven
Melissant
Overflackee
Hollands Diep
Haaring Vliet
Voorne
Putten
Rockanje
Brielle
Maes R.
Yssel R.
Rhine R.
Waal R.
Meuse R.
Scheldt R.
Lek R.
Leck
Lingen
Wyk
Zutphen
Doesburg
Doetinchem
Arnhem
Velp
Dieren
Otterloo
Barneveldt
Voorn
Amersfoort
Driebergen
Veenendal
Ysselstein
Rhenen
Seventer
Deventer
Nimmegen
Thiel
Bommel
Gorcum
Dort
Bies Bosch
Breda
Bergen op Zoom
Steenbergen
Rosendaal
Willemstadt
Klundert
Helvoet Sluys
Goree
Schowen I.
Walcheren I.
Cadsand I.
Flushing
Middleburg
Veere
Arnemuiden
Vlissingen
Sluys
Ostend
Sas van Ghent
Ghent
Antwerp
Mechlin
Scheldt R.
West Scheldt
E. Scheldt
Hague
Delft
Rotterdam
Gouda
Leyden
Haerlem
Amsterdam
Naarden
Muyden
Weesp
Harderwyck
Elburg
Nieukerk
Appeldoorn

in Holland. For the farther illustration of our proceedings, we shall here subjoin some brief notices respecting the principal points against which our operations have been directed.

The river Scheldt rises about eight miles to the north of St. Quintin, in Picardy; passes Cambray, Bouchain, Denain, and Valenciennes, where it first becomes navigable; then, taking in the Haisne, above Condé, and the Scarpe, below St. Amand, it separates Tournay and Oudenarde; at Ghent, it is augmented by the Lys; thence it proceeds to Dendermonde, where it takes in the Dendre, and a little lower the Rupele; and, separating Brabant from Flanders, it washes the walls of Antwerp, where it forms for that city a safe, large, and noble harbour. Some leagues below Antwerp, the Scheldt branches forth into two large streams; the southward branch separating Flanders from Zealand, while the northward, parting the islands of Zealand, falls into the ocean between Walcheren to the south, and Schowen to the north. The former is distinguished as the East, the latter as the West Scheldt.

The province of Zealand, as will be seen by inspecting the map, consists of islands which are formed by the respective branches and outlets of the Scheldt. On the north, it is bounded by Holland; on the east, by Brabant; on the south, by Flanders; and, on the west, by the North Sea.

The islands of Walcheren and Schowen, on the western coast, are defended against the violence of the sea, by downs, or sand-hills; and, on the other sides, like the rest of the islands of Zealand, lie vast dykes, which at the bottom have a breadth of twenty-five German ells, and at the top are so wide, that two carriages may pass abreast: their height is also proportioned to their thickness; notwithstanding which, in high tides and stormy weather, the waves in many places force a passage, or even flow over them. Walcheren, the most westerly and most considerable of these islands, is about thirteen miles long, from north to south; and eight wide, from east to west. Schowen, situated to the north east of Walcheren, extends about fourteen miles from east to west, and about five from north to south.

Middleburg, a large and handsome city, the capital of Walcheren, is situated in the centre of that island. Formerly, its fortifications were very strong and regular; besides which, its situation is such, as to enable the inhabitants to lay the adjacent country under water, at pleasure.

Flushing, originally only a small fishing town, is considered as one of the most important keys of the islands of Zealand; as, by its situation on Walcheren, it defends the passage of the Scheldt. Its port lies between two moles, which break the waves of the sea, as it enters the town by means of two canals, through which loaded vessels may sail into two basons, formed for their reception.

Charles the Vth, when he abdicated the throne of Spain, charged his son Philip to preserve Flushing, with the utmost care; but, in the year 1573, the States-General seized it, by means of seven boats filled with soldiers, sent by the Prince of Orange, from the Brill. In 1585, Flushing, with the Brill, and the fort of Ramakens, were placed in the hands of Queen Eli-

zabeth, as securities for the repayment of such monies as she might expend in protecting them against the Spaniards; but, in 1616, James the First restored them to the Dutch. Adrian de Ruyter, who, from a sailor and pilot, became Admiral of the United Provinces, was born at Flushing.

Cadsand is situated on the south side of the West Scheldt, opposite to Walcheren. Its chief town is Cassandria.

North Beveland, an island formed by the divided branches of the Scheldt, is about two leagues long, and a league and a half wide.

South Beveland, containing the town of Goes, and several villages, is nearly eight leagues in length, and two and a half in width.

Bergen-op-Zoom is situated on the river Zoom, at its junction with the Scheldt, eighteen miles north-north-west from Antwerp. It was first surrounded by a wall, in the year 1287; and, having been regularly fortified in 1629, it has ever since been regarded as nearly impregnable. On the side towards Antwerp, is a grand half moon, extending to a fort called Kyck-in-de-Pot, furnished with four redoubts, and well mounted with cannon: between the town and the sea are eleven forts, well supplied with a number of redoubts and palisadoes. Towards Steenberg, the outworks are very strong, with a number of redoubts and intrenchments; and, by means of a canal which communicates with the Scheldt, succours may be thrown in during a siege.

Lillo, a fortress on the eastern side of the Scheldt, twelve miles south from Bergen-op-Zoom, and nine north-west from Antwerp, was built by the Dutch in the year 1584, since which time it has always had a garrison. Its fortifications are very regular, and its ramparts are lined with many pieces of cannon, to prevent vessels of too large a size from proceeding up to Antwerp. There are several houses and *cabarets* in the fort. Formerly, the States were accustomed to keep a frigate in the Scheldt, off Fort Lillo, to collect the duties from such vessels as might pass.

The city of Antwerp, 25 miles north from Brussels, and 75 south from Amsterdam, is situated in a large plain, on the eastern side of the Scheldt, which is there sufficiently deep and wide, to admit vessels of great burden close to the quay. A little more than two centuries ago, the commerce of Antwerp was superior to that of any other place in Europe; 2500 merchant vessels having arrived in its port in the course of a single year. The treaty of Munster, however, in 1684, gave a shock to its trade which has never been recovered from. By an article of that treaty, it was agreed, that no large merchant vessel should sail up to Antwerp, without first unloading her cargo in one of the ports of Holland, whence the merchandize might be conveyed to Antwerp in barges, or other small vessels The navigation of the Scheldt was declared free, by the French, in 1794; but, in consequence of the general stagnation of continental commerce since that period, very little advantage, we believe, has accrued to Antwerp from that regulation. Its situation, however, as a naval dépôt, has rendered the place an object of great importance to Buonaparte. Antwerp was taken by the French in 1792, and again in 1794.

NAVAL HISTORY OF THE PRESENT YEAR, 1809.

(July—August.)

RETROSPECTIVE AND MISCELLANEOUS.

IT will be seen, by our "Letters on Service," in the succeeding pages, that the Grand Expedition against Flushing, the sailing of which we recorded at page 75, has, as far as it has proceeded, successfully accomplished its objects, and with a loss comparatively slight.

The latest report from the Expedition, down to the period of our publication, is, that the enemy's fleet has attained a position above Antwerp; but that it will not be secure from the effects of the rockets, by which it is expected to be destroyed.

Another account, however, states, that it is no higher up the Scheldt than Fort Lillo. This fleet is under the command of the French Admiral Missiessy, who is said to have been obliged to throw his cannon overboard, to enable him to pass some difficult parts of the Scheldt.

In addition to the details given in the Gazette, the following "official" letter from Captain Hanchet, of the Raven sloop, to Captain Owen, of the Clyde, will be found to contain some interesting particulars, highly to the credit of the writer:—

"SIR, *His Majesty's sloop Raven, off the Ellelorg, Aug. 4.*

"In obedience to your signal to chase, of yesterday afternoon, I have the honour to inform you, that when coming up abreast of Flushing, I observed the boats of the squadron under a very galling fire, and conceived it my duty to give them every protection his Majesty's brig under my command could afford; I accordingly ran in for the mouth of the Scheldt, receiving the fire of five batteries on Cadsand, and of the whole sea front of Flushing in passing. I had the satisfaction of drawing the fire off the boats, commanded by Lieutenant Strahan, of the Clyde, which were pulling after the enemy's vessels with the greatest gallantry. The enemy were driven from the battery of Breskens by our fire; the boats we brought safe down, and the gun-vessels retreated into the harbours on each side.

"Considering the heavy fire of shot and shells we were exposed to for four hours in beating down, the grape coming on board us from Flushing, while the round shot from the batteries of Cadsand were passing through us, our loss is comparatively small, there being only myself and eight men wounded.

"We have suffered severely in our hull, masts, and rigging; two of our guns were dismounted, the top-masts shot away above the lower caps, the main-mast, bowsprit, and main-boom rendered unserviceable, and the sails and rigging completely cut to pieces.

"I beg leave to recommend, in the strongest manner, the gallant conduct of Lieutenants Wills and Hall, whose zeal and attention on this and every other occasion merits my warmest thanks. Mr. Robert Dunlop, acting master, attended to his station with the greatest coolness, as well as Mr. W. Preston, surgeon, who did not leave the deck until called down to

attend the wounded; and Mr. Cowley, purser, who volunteered to attend the signals, and was on the poop with me the whole time; and I cannot too highly appreciate the steadiness and courage displayed by every officer and man in the Raven, while engaging the batteries in this pass, so well prepared for our reception, and in sight of both armies, and which has been thought before formidable even to fleets.

" Accompanied is a copy of the Surgeon's report of the wounded.

" I have the honour to be, with respect, Sir,

" Your most obedient humble Servant,

" J. M. HANCHET, Captain."

" *To Captain Owen, &c. Clyde.*"

" *A List of the wounded on board his Majesty's ship Raven, J. M. Hanchet, Esq. in an Action with the Batteries in the River Scheldt, on the 3d day of August,* 1809.

" J. M. Hanchet, Esq. captain, severely, side; J. Pedro, captain of the forecastle, dangerously; John Hornsley, boatswain's mate, severely, knee; Robert Forbes, gunner's mate, ditto, face; John Hargeman, seaman, ditto, hip; Dennis Mahony, ditto, hand; Simon Nelson, captain of the foretop, ditto, arm and side; Thomas Seaward, marine, ditto, head; Anthony Bacon, ditto, ditto, slightly, leg.

" WM. PRESTON, Surgeon."

The court-martial on Admiral Lord Gambier terminated on the 4th of August, in an honourable acquittal.

Rear-Admiral Sir Sidney Smith arrived at Portsmouth on the 7th of August, in the Diana frigate, Captain Grant, from Rio Janeiro. The Hon. Admiral De Courcy has succeeded him on that station.

On the 16th of August, Admiral Sinavin, and the officers and crews of the Russian squadron, sailed for St. Petersburgh, agreeably to the convention made by Admiral Sinavin with Sir Charles Cotton, in the Tagus. Admiral Sir Roger Curtis, Bart. went to the Motherbank, and took leave of Admiral Sinavin, previous to his sailing. The ships, with all their stores, &c. are to be brought into Portsmouth Harbour, where they will lie until six months after a treaty of peace has been concluded between the two countries, when they will be restored to his Russian Majesty.

On the 13th of July, the French settlement of Senegal, on the coast of Africa, surrendered to a small naval and military force, which had been detached from Gorée, to effect its reduction, under the command of Commodore Columbine in the Solebay frigate, and Major Maxwell, of the Royal African corps. The garrison consisted of double the force of the assailants; but the loss on both sides was slight.

From the recently received American papers, it appears that much dissatisfaction prevails amongst the merchants, &c. of the United States, respecting the non-completion of the engagements entered into by the British minister, Mr. Erskine; and it is expected, that either a fresh embargo will be laid on in the American ports, or that the Non-intercourse Act will be enforced.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY OFFICE, JULY 29, 1809.

Copy of a Letter from Captain Henry Boys, Commander of his Majesty's Sloop the Moselle, addressed to Vice-admiral Rowley, Commander-in-chief in Jamaica, and transmitted by the Admiral to the Hon. W. Wellesley Pole.

SIR, *Moselle, at Sea, May 28, 1809.*

I BEG leave to acquaint you, that I have this day, after a few hours chase, captured the French national schooner le Beau Narcisse, of eight guns and fifty-five men, commanded by Monsieur Louis Ores, enseigne de vaisseau; she left St. Domingo on a cruise on the 7th of May.

I have the honour to be, &c.

HENRY BOYS.

AUGUST 5, 1809.

Copy of a Letter from Vice-admiral Sir James Saumarez, K.B. Commander-in-chief of his Majesty's Ships and Vessels in the Baltic, to the Honourable William Wellesley Pole, dated on board the Victory, off Nargen Island, 9th July, 1809.

SIR,

On my arrival in the Gulf of Finland, having detached Captain Martin, of his Majesty's ship Implacable, with the Melpomene under his orders, to cruise to the eastward of Nargen Island, I herewith enclose a list of vessels which he has captured, for the information of the Lords Commissioners of the Admiralty; several of them being laden with naval stores belonging to the Emperor of Russia, and which cannot fail proving a valuable acquisition in England.

I also enclose, for their lordship's information, copies of two letters I have received from Captain Martin of yesterday's date, one of them giving an account of a most gallant and enterprising attack made by the boats of the ships named in the margin,* under the orders of Lieutenant Hawkey, of the Implacable, upon a Russian flotilla of gun-boats, under Percola Point, on the coast of Finland; which, notwithstanding their strong position, they succeeded in carrying; six of the gun-boats mounting each a thirty-two and twenty-four pounder, having been brought off, and another sunk; together with the vessels under their protection, laden with powder and provisions for the Russian army in Finland being captured, and a large armed ship which was burnt.

In referring their lordships to Captain Martin's detail of this important service, I sincerely lament the loss to have been very considerable; Lieutenant Hawkey, a brave and gallant officer, who had distinguished himself upon various occasions, and Lieutenant Stirling of the Prometheus, having been killed, and the several men belonging to his Majesty's ships, as in the inclosed list, having been killed and wounded.

I cannot close this without expressing my highest admiration of the undaunted courage and intrepidity with which this service has been executed, and which I doubt not will be duly appreciated by their lordships.

I have the honour to be, &c.

JAMES SAUMAREZ.

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* Implacable, Bellerophon, Melpomene, and Prometheus.

Extract of the first Letter from Captain Martin above alluded to, dated off Percola Point, July 6, 1809 (stated by Sir James Saumarez through mistake to be dated the 8th).

The Implacable and Melpomene having stood into the Gulf of Narva, captured nine sail of vessels, laden with timber, spars, and cordage, belonging to the Emperor of Russia, and which I doubt not will prove a valuable acquisition to our own dock-yards.

The boats of the ships under that active and valuable officer, Lieutenant Hawkey (of whose enterprising spirit I had occasion to speak so highly when off Dantzig) have looked into every creek along the south coast of the Gulf, without finding any vessels whatever, and he is now on the opposite with the same view.

P.S. Since writing the above, Lieutenant Hawkey has returned with three vessels, captured by the boats of the Implacable, Melpomene, and Prometheus under his command, and he reports eight sail of gun-boats protecting some ships in shore, and is very desirous of attacking them, which shall be done, if there is a reasonable hope of success.

His Majesty's Ship Implacable, off Percola Point, July 8, 1809.

SIR,

The position taken by the Russian flotilla under Percola Point, seemed so much like a defiance, that I considered something was necessary to be done, in order to impress these strangers with that sense of respect and fear, which his Majesty's other enemies are accustomed to shew to the British flag; I therefore determined to gratify the anxious wish of Lieutenant Hawkey, to lead the boats of the ships named in the margin,* which were assembled by nine o'clock last night, and proceeded with an irresistible zeal and intrepidity towards the enemy, who had the advantage of local knowledge, to take a position of extraordinary strength within two rocks, serving as a cover to their wings, and from whence they could pour a destructive fire of grape upon our boats, which, notwithstanding, advanced with perfect coolness, and never fired a gun till actually touching the enemy, when they boarded sword in hand, and carried all before them.

I believe a more brilliant achievement does not grace the records of our naval history; each officer was impatient to be the leader in the attack, and each man zealous to emulate their noble example, and the most complete success has been the consequence of such determined bravery; of eight gun-boats, each mounting a thirty-two, and twenty-four pounder, and forty-six men, six have been brought out, and one sunk; and the whole of the ships and vessels (twelve in number) under their protection, laden with powder and provisions for the Russian army, brought out, and a large armed ship taken and burnt; I have deeply to lament the loss of many men killed and wounded, and especially that most valuable officer Lieutenant Hawkey, who after taking one gun-boat, was killed by a grape-shot, in the act of boarding the second. No praise from my pen can do adequate justice to this lamented young man; as an officer, he was active, correct, and zealous, to the highest degree; the leader in every kind of enterprize, and regardless of danger; he delighted in whatever could tend to promote the glory of his country; his last words were, "Huzza! push on! England for ever!"

Mr. Hawkey had been away in the boats on different services, since last Monday, accompanied by Lieutenant Vernon, whose conduct in this affair has been highly exemplary, and shewn him worthy to be the companion of

* Implacable, Bellerophon, Melpomene, and Prometheus.

so heroic a man; but while I am induced to mention the name of Mr. Vernon, from his constant services with Mr. Hawkey, I feel that every officer, seaman, and marine, has a claim to my warmest praises, and will, I trust, obtain your favourable recommendation to the Lords Commissioners of the Admiralty. Lieutenant Charles Allen, of the Bellerophon, was the senior officer after Mr. Hawkey's death.

I have just been informed, that Lieutenant Stirling, of the Prometheus, who was severely wounded is since dead; his conduct in this affair was very conspicuous, and Captain Forrest speaks highly in praise of the zeal and activity of his services on every occasion. I am sure you will readily believe that Captain Forrest did not witness the preparation for this attack, without feeling an ardent desire to command it, but I was obliged to resist his pressing importunity, as a matter of justice to Mr. Hawkey.

The Russians have suffered severely in this conflict, the most moderate statement makes it appear that two-thirds of them have been killed and wounded, or jumped overboard. Enclosed is a list of killed and wounded, the names of the officers employed, an account of vessels captured, and number of prisoners. I have the honour to be, &c.

T. B. MARTIN.

To Vice-admiral Sir James Saumarez, Bart, K.B. &c.

A List of Killed and Wounded in the Boats employed under Lieutenant Hawkey, of his Majesty's Ship Implacable, in attacking the Russian Flotilla under Percola Point, 7th July, 1809, and also of Officers employed.

IMPLACABLE.

Killed.—Lieutenant Joseph Hawkey; William Oliver, ordinary seaman; John White, able seaman; Thomas Veryfer, landman; John Tapscott, private of marines; Joseph Graham, able seaman.

Wounded.—Joseph Truman, quarter-master; John Burd, landman; William Carr, ditto; Thomas Reilly, able seaman; Alexander Hutchinson, ditto; Christopher Banks, landman; P. Burn, ditto; Richard Johnson, able seaman; Richard Jones, ditto; Edward Flyn, ordinary seaman; Edward Carey, landman; Henry Baufield, private of marines; Joseph Taylor, ditto; Joseph Carr, ditto; Henry M'Cubey, ditto; John Hookins, ditto; Nath. Evans, ditto.

BELLEROPHON.

Killed.—William Thomas, landman; Thomas Chambers, private of marines; John Moreton, ditto.

Wounded.—Thomas Elliott, boatswain's-mate; William Howell, able seaman; Edward Ryalls, ditto; Pat. Smith, ordinary seaman; James Kendall, ditto; Neil Asmans, ditto; William Lakeman, serjeant of marines; William West, ditto; Pat. Funnell, private of marines; John Rust, ditto; William Wampy, ditto.

MELPOMENE.

Killed.—Mr. J. B. Mounteney, midshipman; Elijah Melkin, gunner's-mate; George Matthews, able seaman; Benjamin Crandon, second master; John Cole, private of marines.

Wounded.—Henry Sherwin, able seaman; James Hayes, landman; John Pritchard, able seaman; William Davidson, ordinary seaman; George Abell, able seaman; Thomas Alston, ordinary seaman.

PROMETHEUS.

Killed.—Lieutenant Stirling; Walker Williams, able seaman; Peter Turner, private of marines.

Wounded.—Matthew Vezey, boatswain; Francis La Roache, able seaman; Henry Trawland, ditto.

Total killed and wounded.

Implacable.—6 killed, 17 wounded.
Bellerophon.—3 killed, 11 wounded.
Melpomene.—5 killed, 6 wounded.
Prometheus.—3 killed, 3 wounded.
Total—17 killed, 37 wounded.

Names of Officers employed.

IMPLACABLE.

Lieutenant Hawkey; Lieutenant Houghton; Lieutenant Vernon; Lieutenant Cracknell, of the marines; Lieutenant Clarke, ditto.

BELLEROPHON.

Lieutenant Allen; Lieutenant Sheridan; Lieutenant Skekel; Lieutenant Kendall, of the marines; Lieutenant Carrington, ditto.

MELPOMENE.

Lieutenant George Rennie; Lieutenant Robert Gilbert, of the marines; Mr. J. B. Mounteney, midshipman.

PROMETHEUS.

Lieutenant Stirling.

A List of Vessels captured by his Majesty's Ship Implacable, Thomas Byam Martin, Esq. Captain.

Two galliots, names unknown, of three men, and 90 tons each, from St. Petersburgh bound to Revel, laden with naval stores; captured June 30, 1809.

San Simeon, of six men and 200 tons, from St. Petersburgh bound to Narva, laden with naval stores; captured July 2, 1809.

A vessel, name unknown, of six men and 200 tons, from St. Petersburgh bound to Narva, laden with naval stores; captured same date.

San Michaelz, Antoni Martinetz, master, of six men and 120 tons, from St. Petersburgh bound to Narva, laden with naval stores; captured same date.

San Nicholey, Dementz Fenenoff, master, of six men and 120 tons, from St. Petersburgh bound to Narva, laden with naval stores; captured same date.

A vessel, name unknown, of six men and 200 tons, from St. Petersburgh bound to Narva, laden with naval stores; captured same date.

San Pietre, Pawell Osprey, master, of six men and 200 tons, from St. Petersburgh bound to Narva, laden with naval stores; captured same date.

A vessel, name unknown, of three men and 50 tons, from Helsingfors bound to Percola, laden with empty casks; captured July 6, 1809.

A vessel, name unknown, laden with wood; captured July 7, 1809.

Six gun-boats; captured same date.

Two light brigs; captured same date.

Two galliots, one laden with flour and hemp, the other unknown; captured same date.

Four schuyts, one laden with fire wood, one light, the others unknown; captured same date.

Two galliots, laden with provisions and powder; captured July 8, 1809.

Report of Russian Prisoners of War captured by the Boats of his Majesty's Ships Implacable, Bellerophon, Melpomene, and Prometheus, 8th July, 1809, in Percola Sound.

Implacable—3 seamen, 1 serjeant, 10 privates (3 wounded).

Bellerophon—1 captain in the army, 1 midshipman, 9 seamen (3 wounded), 8 serjeants (3 wounded), 1 drummer, 87 privates (42 wounded), of the 21st regiment, or regiment of St. Peter.

Melpomene—16 soldiers.

Total—127 prisoners, of whom 51 are wounded. The Russian officer reports 63 killed; and the number drowned is very great.

T. B. MARTIN.

Copy of a Letter from Captain Lord George Stewart of his Majesty's Ship the Aimable, addressed to Rear-admiral Sir Richard Strachan, and a Duplicate of which has been transmitted to the Hon. W. W. Pole.

His Majesty's Ship l'Aimable off Cuxhaven, July 29, 1809.

SIR,

The French troops in Hanover, not content with frequent predatory and piratical incursions in the neighbourhood of Cuxhaven, had the audacity to enter the village of Ritzbuttle with a body of horse at mid-day, on Wednesday the 26th instant, and very narrowly missed making several officers of the squadron prisoners. In consequence I was induced to land a detachment of seamen and marines from the vessels composing the squadron under my orders, for the purpose, if possible, of intercepting them. In the ardour of pursuit we advanced until we got sight of the town of Bremerleke, into which we learnt they had retreated. The information was incorrect. On entering the town we were assured that the enemy, to the number of about two hundred and fifty, occupied the town of Gessendorf, two miles distant, and further, that it contained a depôt of confiscated merchandize. It was resolved instantly to attack it. For this purpose Captain Goate of the Mosquito, advanced with a detachment, while I directed Captain Pettet of the Briseis to take a circuitous route, and take a well constructed battery of four twelve-pounders, commanding the river Weser in flank, while the remainder, under my own immediate directions, headed by Captain Watts, of the Ephira, advanced to attack it in front. The road we had to pass subjected us all to a galling fire of round and grape from the battery, the guns of which were all pointed inwards, and which in return we could only answer by discharges of musketry. Gessendorf, though certainly tenable with the numbers the enemy had opposed to ours, was on the approach of Captain Goate precipitately evacuated. The enemy being previously informed of our approach, had put into requisition a number of light waggons for the transportation of the foot, in the rear of which sixty well mounted cavalry drew up.

The enemy in the battery, seeing us determined, notwithstanding their fire, to carry our point, and that we were making preparations for fording a deep and wide creek in their front, abandoned it, and embarked in boats on the Weser ready for their reception, under a severe fire of musketry from our detachment, with the loss on their part of several killed and wounded. From a fore-knowledge of our intentions on the part of the enemy, we made but four prisoners, the commandant of the battery, Monsieur Le Murche, a lieutenant, and two inferior officers. The battery guns

were burst in pieces, the embrazures demolished, the gun-carriages burnt, together with the magazine, guard-houses, &c. &c. The powder we brought off, together with six waggon loads of confiscated merchandise.

I beg leave to state to you, sir, for their lordships' information, how much I feel indebted to Captain Goate, for the zeal and ability evinced by him on this, as on all other occasions, during the time he has been commanding officer on the station.

I also feel indebted to Captain Pettet, for his punctuality and promptness in executing my orders; and can only regret that an opportunity was not afforded him of distinguishing himself on this occasion congenial to his wishes.

But I beg leave particularly to mention Captain Watts, of the Ephira, who in the most gallant and active manner advanced intrepidly in front of the attacking party amid the enemy's galling fire, and rendered himself equally conspicuous afterwards, for his unremitting exertion in the complete demolition of the battery; in the execution of which service, I am concerned to say, he received a wound in the leg, but which from its nature will in no shape incapacitate him for future service.

A want of zeal and activity was discernable no where; to every officer and man I must award the meed of praise so justly their due; but of Lieutenant Burgess, of the Pincher, and W. Hawkins, second lieutenant of l'Aimable, I am more competent to speak in favour, for their indefatigable exertions in forwarding my orders to the different detachments.

The distance from Gessendorf to Cuxhaven is twenty-eight miles; I leave it then to their lordships to estimate the spirit, alacrity, and expedition with which this service must have been performed, when I state, that in twenty-four hours from our departure, the whole detachment returned, and were safely embarked on board their respective ships, without the loss of an individual.

I have the honour to be, &c.

G. STUART.

Sir R. J. Strachan, Bart. K. B. Rear-Admiral of the White, &c.

AUGUST 7, 1809.

Lieutenant James Duncan, commanding his Majesty's hired cutter the Idas, arrived yesterday evening at this office with despatches from Sir Richard John Strachan, Bart. and K.B. rear-admiral of the white, &c. addressed to the Hon. William Wellesley Pole, of which the following are copies:—

SIR, *Venerable, off the Veer Gat, August* 4, 1809.

You have been already acquainted that I had hoisted my flag in the Amethyst, and that it was my intention to have preceded the expedition, in company with the Venerable, on board which ship Lord Chatham had embarked; but finding the public service might suffer from the commanders-in-chief being separated, I therefore shifted to the Venerable, and sailed from the Downs at day-light on the 28th ultimo.

I have now to acquaint you, for their lordships' information, of my arrival on the evening of that day in the Stone Deeps, with the Amethyst and several smaller vessels, where I was joined by the Fisgard, Captain Bolton, who had with great judgment placed vessels on the various shoals off this coast. After dark, Lieutenant Groves, of this ship, with some skilful pilots in Deal boats, were despatched to sound the Roompot Channel, and to station vessels at its entrance.

Early next morning, the 29th, the division of Lieutenant-general Sir John Hope, conducted by Captain Bathurst, in the Salsette, joined me, as did also Rear-admiral Sir Richard Keats, in the Superb. This zealous officer

had the command of the blockading squadron off the entrance of the Scheldt, but observing the armament pass, he, with his usual promptitude, left that squadron under the orders of Lord Gardner, and resumed the charge of Sir John Hope's division; I therefore directed the rear-admiral to shift his flag to the Salsette, and to proceed to the Roompot.

The entrance to that Channel is very narrow, and as I was aware of Sir Home Popham's local knowledge of the insular navigation before me, I entrusted to that officer the service of leading Sir Richard Keats' division in, and which he did with great skill in the Sabrina, Captain Kittoe; the whole was anchored in safety opposite Zeerickzee, situated between the islands of Schowen and North Beveland.

That division of Rear-Admiral Otway, with the left wing of the army, under Sir Eyre Coote, joined me in the Stone Deeps, but it blew too fresh to have any communication.

On the morning of the 30th, Sir Home Popham returned with a letter from Sir Richard Keats, acquainting me that the division under his charge were all safely anchored; and I was likewise informed that there was sufficient space in the Roompot to contain all the ships, to which anchorage Sir Home Popham undertook to conduct them; and as it blew fresh, with all the appearance of an approaching gale, the squadron was instantly got under sail, and led in by the Venerable, when they all came to in safety off the Veere Gat.

As soon as the ships were secured, measures were instantly taken to prepare to land the army on the Island of Walcheren. I did not wait for the gun boats coming up, but ordered those who happened to be near the Venerable, together with the mortar brigs, to push in shore to cover the landing, and to force the Derhaak battery.

At half-past four the boats put off under the direction of Lord Amelius Beauclerc, of the Royal Oak, and Captain Cockburn, of the Belleisle, and the troops were landed in excellent order without opposition; the firing from the mortar and gun-vessels having driven the enemy completely from the Derhaak battery.

Having thus accomplished this first object, I lost no time in directing the bombs and gun-vessels to proceed up the Veere Gat, off Camvere; and having given Sir Home Popham (who, at the request of Lord Chatham, had remained on shore with his Lordship,) permission to employ them as the service might require, he the next morning began to cannonade Camvere, which had been summoned, but held out. The fire of the gun-boats was exceedingly well directed, and did much damage to the town.

The officers and crews engaged in that service, had a great claim to my admiration for their conduct. Three of our gun-boats were sunk. In the afternoon it blew fresh, and as the strength of the tide prevented the bombs from acting, I directed the flotilla to fall back, preserving a menacing position.

At night, Captain Richardson, of the Cæsar, who was in the dyke on shore, threw some rockets at the nearest battery of Camvere, and soon after the commanding officer of the town sent out an offer to surrender. A copy of the terms acceded to by Lieutenant-General Frazer, and Captain Richardson, the senior naval officer on the spot, accompanies this letter.*

The army under Sir John Hope landed at South Beveland, on the 1st of this month; and, by a letter from Sir Richard Keats, of yesterday's date, I find the whole of the island is in our possession, the enemy's ships are all above Lillo, and those most advanced as high up as Antwerp.

We are getting our flotilla through the Slough into the Western Scheldt, to prevent succours being thrown into Flushing by the canal of Ghent.

* See the despatches from Lieutenant-general the Earl of Chatham.

When the Rammekens battery is taken, we hope to pass the lighter vessels to the Western Scheldt, for the purpose of following up the other objects of the Expedition.

I cannot conclude this letter without acknowledging the assistance I have received from Rear-Admiral Otway, and how much I approve of the arrangements he made for landing the division under Sir Eyre Coote; which was carried into effect by Lord Amelius Beauclerc, and Captain Cockburn, with much skill and activity. Sir Richard Keats, in the execution of the arduous duties he has had to perform, has shewn his accustomed zeal and judgment.

The captains, officers, and crews of his Majesty's ships are indefatigable in the execution of their respective duties; and I have much pleasure in adding, that there is a most perfect co-operation of the army and navy.

I have, &c. R. J. STRACHAN.

P. S. I send this by Lieutenant Duncan, whose cutter, the Idas, was close in shore, and covered the landing.

SIR, *Venerable, off the Veer Gatt, 5th August*, 1809.

It is with great satisfaction that I am enabled to enclose, for their Lordships' information, a copy of the capitulation of the fort of Rammekens,* which surrendered to his Majesty's forces under Lieutenant-General Fraser, yesterday afternoon.

The possession of this post is of great importance to our further operations in the West Scheldt, as it will enable me, without molestation, to advance the whole of the flotilla, together with the Camilla and Pallas, by the Slough; and which, I trust, will effectually prevent any succours being thrown into Flushing, either from Cadsand, or by the Ghent Channel.

I have also the honour of forwarding copies of Sir Richard Keats' accounts of his proceedings in South Beveland; by which their Lordships will perceive that the operations of the combined force under the Rear-Admiral and Sir John Hope have been very successful, and that the important post of Bathz has been evacuated by the enemy.

I came here to forward this despatch to England, and shall leave the command of this division with Rear-Admiral Otway, and return to the flotilla, which I conclude is now investing Flushing.

It is my intention to hoist my flag in one of the small vessels in the Slough, that I may be near the head-quarters of Lord Chatham, and to conduct the various services in the West Scheldt.

I am, &c. R. J. STRACHAN.

Hon. W. W. Pole.

SIR, *Sabrina, off South Beveland, August* 1, 1809.

I have the satisfaction to inform you, that Sir John Hope and 7000 of his division of the army were landed on South Beveland this afternoon; since which, I have been informed by message from him, that he was met on his approach toward Goes by the magistrates, into which place he is at liberty to enter whenever he pleases. Three of the enemy's ships of the line, and six brigs are at anchor off the east end of South Beveland; the others I conclude have moved higher up the Scheldt.

Three of the four sloops I brought up with me struck in coming up. I have hoisted my flag in the Sabrina, and am not without hopes of getting the remaining part of the division on shore, and most part of the army supplied to-morrow. I have the honour to be, &c.

R. G. KEATS.

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* See the despatches from Lieutenant-general the Earl of Chatham.

Half past seven P.M.—The substance of this letter was sent by telegraphic communication from the Sabrina, at five o'clock. The six brigs are getting under sail, and moving up the Scheldt apparently, but the ships of the line are still fast.

Sabrina, off Wemeldinge, August 3, 1809.

Soon after I landed, I was informed by letter from Sir John Hope, that Bathz had been evacuated in the night; and as he informed me the communication was open between Walcheren and this island, and he had sent to Lord Chatham an account of the evacuation, I concluded you would hear it from hence, and went on to Bathz with a view to make observations, and from which I am this moment returned.

R. G. KEATS.

Rear-Admiral Sir R. J. Strachan, Bart. &c.

DOWNING-STREET, AUGUST 7, 1809.

Despatches, of which the following are copies, were last night received at the office of Lord Viscount Castlereagh, one of his Majesty's principal secretaries of state, from Lieutenant-General the Earl of Chatham, dated Middleburgh, 2d and 3d August, 1809.

Head-Quarters, Middleburgh,
2d August, 1809.

MY LORD,

I have the honour of acquainting your Lordship, that having sailed from the Downs early in the morning of the 28th ult. with Rear-Admiral Sir Richard Strachan, in his Majesty's ship Venerable, we arrived the same evening, and anchored in East Capelle Roads, and were joined on the following morning by the division of the army under Lieutenant-general Sir John Hope. It blew in the course of that day a fresh gale from the westward, which created a heavy swell, and the small craft being much exposed, it was determined to seek shelter for them in the anchorage of the Room Pot, where Lieutenant-general Sir John Hope's division was also directed to proceed, in order to possess such points as might be necessary to secure the anchorage; as well as with a view to future operations up the East Scheldt.

The left wing of the army under Lieutenant-general Sir Eyre Coote, particularly destined for the operation against Walcheren, arrived on the 29th and morning of the 30th, but the wind continuing to blow fresh from the westward, and occasioning a great surf on the beach, both on the side of Zoutland, as well as near Domburg, it became expedient in order to effect a landing, to carry the whole fleet through the narrow and difficult passage into the Veer Gat, hitherto considered impracticable for large ships; which being successfully accomplished, and the necessary preparations for debarkation being completed, I have the satisfaction of acquainting your lordship, that the troops landed on the Bree-Sand about a mile to the westward of Fort der Haak, without opposition, when a position was taken up for the night on the sand hills, with East Capelle in front. Lieutenant-general Fraser was detached immediately to the left against Fort der Haak and Ter Vere, the former of which on his approach was evacuated by the enemy, but the town of Vere, which was strong in its defences, and had a garrison of about six hundred men, held out till yesterday morning, notwithstanding the heavy and well-directed fire of the bomb-vessels and gun-boats during the preceding day, and until the place was closely invested.

Early on the morning of the 31st, a deputation from Middleburgh, from whence the garrison had been withdrawn into Flushing, having arrived in camp, terms of capitulation were agreed upon, copies of which I have the

honour herewith to enclose, as well as that of the garrison of Ter Vere; and the divisions of the army, under the orders of Lieutenant-general Lord Paget and Major-general Graham, moved forward, and took up a position with the right to Mali-kirke, the centre at Gryperskirke, and left to St. Laurens.

On the morning of the 1st instant, the troops advanced to the investment of Flushing, which operation was warmly contested by the enemy. In this movement he was driven by Major-general Graham's division on the right, from the batteries of the Dykeshook, the Vygeter, and the Nole, while Brigadier-general Houston's brigade forced the enemy posted on the road from Middleburgh to retire, with the loss of four guns, and many killed and wounded. Lieutenant-general Lord Paget's division also drove in the posts of the enemy, and took up his position at West Zouberg.

Nothing could exceed the gallantry of the troops throughout the whole of this day, and my warmest praise is due to the several general officers for their judicious disposition in the advance of their respective columns. To Lieutenant-general Sir Eyre Coote I feel much indebted for his exertions in this service, and the prompt and able manner in which he has executed my orders. The light troops under Brigadier-general Baron Rottenburg have been admirably conducted; and with the officers commanding the several corps engaged I have every reason to be most perfectly satisfied. The 3d battalion of the royals, and flank companies of the 5th regiment, maintained the right, under difficult circumstances, with great gallantry, and killed and wounded a great many of the enemy.

Ter Vere being in our possession, Lieutenant-general Fraser's division marched in the evening upon Ruttern, detaching a corps for the reduction of Rammakens, which, when effected, will complete the investment of Flushing.

I have to regret the temporary absence of Brigadier-general Browne, who was wounded late in the day, but I trust not to be long deprived of his services.

I have the honour to enclose a return of the killed, wounded, and missing. Deeply as the fall of every British soldier is at all times to be lamented, the loss will not appear to have been great, when the serious impediments, it was in the power of the enemy to oppose to our progress are considered, as well as the formidable state of the batteries of Flushing, to which the troops were necessarily exposed.

The pressure of circumstances has prevented the commanding officer of artillery from furnishing a detailed account of the guns and ordnance stores taken in the several batteries, and fortress of Ter Vere, but which will be hereafter transmitted, with a return of the prisoners taken since our landing, supposed to amount to one thousand. Commodore Owen's squadron, with Lieutenant-general the Marquis of Huntley's division, remains at anchor in the Wieling Passage, and the divisions of Lieutenant-general the Earl of Rosslyn, and Lieutenant-general Grosvenor, are arrived at the anchorage in the Vere Gat.

I cannot conclude without expressing in the strongest terms, my admiration of the distinguished ability with which the fleet was conducted through the passage into the Vere Gat, nor can the advantages resulting from the success of this operation be too highly estimated, as by it we were not only enabled to effect a disembarkation, which, in the then state of the wind, was impracticable in any other quarter, but also that the enemy, probably relying on the difficulty of the navigation, was less prepared for resistance. I must also warmly acknowledge the great assistance the service has derived from the zealous exertions of the officers of the navy, and of the seamen employed, in drawing a considerable proportion of the artillery through a heavy sand, and without whose aid, the advance of the army must necessa-

rily have been suspended, the strength of the tide rendering the landing of the horses for a time extremely difficult.

I have the honour to be, &c.

CHATHAM.

P. S. Since writing the above letter, I have received intelligence from Lieutenant-general Sir J. Hope, that the reserve of the army had effected their landing on South Beveland, and that a detachment had occupied the town of Goes.

CHATHAM.

ARTICLES *of* CAPITULATION *entered into for the surrender of the town of Middleburgh to his Britannic Majesty's forces, in consequence of a Deputation from the Prefect and Burgomasters for that Purpose.*

Art. I. Security to be granted to every person, public functionaries, private persons, citizens, and inhabitants, whatever their political opinions may have been or now are.

Answer.—Granted, provided they conduct themselves as peaceable citizens, and conform to such regulations as will be hereafter established by the authority of the British government.

Art. II. Protection to all property without exception whatsoever.

Answer.—Granted, as far as relates to private property; all public property is to be accounted for to such commissioners as will be named by the general commanding his Britannic Majesty's forces.

Art. III. The armed citizens or other inhabitants who may have taken up arms, or done military duty to maintain public tranquility, to be protected in their persons and property, and permitted to return to their dwellings.

Answer.—Granted, upon condition that their arms are given to such persons as will be duly authorised to receive them.

Art. IV. Public functionaries and their families to be permitted, if they desire it, to return to any other part of the kingdom of Holland.

Art. V. Inhabitants who are absent from their houses, to be permitted to return with their property.

Answer.—Granted, subject to the restriction specified in the first article.

Art. VI. The troops to be quartered in barracks.

Answer.—This must be determined according to circumstances, but every care will be taken to render the quartering as little burdensome to the inhabitants as possible.

Art. VII. Should any misunderstanding take place relating to the foregoing articles, they will be explained in favour of the town and inhabitants.

Answer.—Granted.

Art. VIII. The above article to be also extended to all parts of this department which may not have obtained equally favourable terms.

Answer.—This article to apply in the present instance to the town of Middleburgh alone; but no difficulty will be made to grant the same advantageous terms to any town that will surrender in like manner without opposition.

ADDITIONAL ARTICLE.

All military sick in hospital, to remain where they are at present, and to be taken care of; on recovery to be permitted to return to their corps.

Answer.—The sick are to be taken care of by their own medical people, but must be considered as prisoners of war.

C. G. BEDLEREID.
P. G. SCHORER.
J. M. VANKHOOR.
H. VAN DE MERNDENE.

Agreed to by me, conformably to the powers vested in me by Lieutenant-general the Earl of Chatham, K.G. commander of his Britannic Majesty's forces.

EYRE COOTE, Lieut. Gen.

Heights of Bree Sand, this 31st day of July, 1809.

PROPOSAL *of a* CAPITULATION, *by the Commandant of the Fortress of Veer, to his Excellency Lieutenant-general M. Fraser, commanding the Besieging Army before Veer, and to Captain Richardson, the senior Naval Officer on Shore.*

Art. I. The garrison of Veer shall be allowed to quit one of the gates of the town with all the honours of war, and ground their arms upon the glacis, and they shall not be allowed to serve against his Britannic Majesty or his allies, until they have been regularly exchanged, and the troops shall be sent to some Dutch place in Holland, at the expense of his Majesty. The officers shall keep their swords, horses, and property, and the soldiers their knapsacks.

Answer.—Agreed to, excepting that the garrison is to be considered generally as prisoners of war, and shall be disposed of as the British government shall think proper, and as is customary on such occasions.

Art. II. From this moment until the evacuation of the fortress, the troops of both armies shall remain in their present position.

Answer.—Granted.

Art. III. All hostilities shall cease from both sides, and no preparation of attack or defence shall be carried on.

Answer.—Granted.

Art. IV. All the artillery and stores shall be delivered over by the commissaries appointed from both sides.

Answer.—Agreed to, considering that in this article the surrender of public property of all description is included.

Art. V. All the sick and wounded shall be left to the humanity of the general until their recovery.

Answer.—Granted.

Art. VI. The inhabitants of the town of Veer shall continue to enjoy all their privileges, and their particular property shall be respected, and shall, if they choose, be allowed to leave the place. This privilege shall likewise be granted to all the women of the garrison.

Answer.—Granted.

A. M. FRASER, Lieut.-gen. commanding the troops before Veer.

CHA. RICHARDSON, Senior Naval Officer.

V. BOGART, Commandant of the Garrison of Veer.

(A true Copy.)

T. CAREY, Lieut.-Col. Mil. Sec.

Veer, August 1, 1809.

Prisoners taken at Ter Veer.

Artillery—1 lieutenant-colonel, 1 captain, 4 lieutenants, 7 serjeants, 9 corporals, 6 fire-workers, 5 artificers, 65 gunners, 1 drummer.

Infantry—4 captains, 4 first lieutenants, 5 second lieutenants, 4 serjeant-majors, 13 serjeants, 4 fouriers, 10 drummers, 3 pipers, 328 soldiers.

Naval of the French gun-brig Gawlen.—1 captain, 1 master, 17 sailors, 1 boy,—1 serjeant, 1 corporal, 13 privates (serving as marines).

Total 519.

(A true Copy.) T. CAREY, Lieutenant-Colonel, Military Secretary.

Return of the Rank and Names of Officers, and of the Number of Non-commissioned Officers and Rank and File, killed, wounded, and missing, in the Island of Walcheren, from the Time of landing on the Evening of the 30th of July, to the 1st of August inclusive.

Middleburgh, 2d August, 1809.

Royal Artillery—3 rank and file wounded.

3d Batt. 1st Foot—1 lieutenant, 1 drummer, 6 rank and file, killed; 1 captain, 1 lieutenant, 6 serjeants, 75 rank and file, wounded; 6 rank and file missing.

1st Batt. 5th Foot—4 rank and file killed; 3 serjeants, 16 rank and file, wounded; 10 rank and file missing.

1st Batt. 20th Foot—Return not received; supposed to have none.

1st Batt. 32d Foot—1 serjeant, 1 rank and file, killed; 2 serjeants, 5 rank and file wounded.

2d Batt. 35th Foot—1 rank and file killed; 2 captains, 14 rank and file, wounded; 11 rank and file missing.

51st Foot—1 rank and file killed; 1 rank and file wounded.

63th Foot—1 drummer, 10 rank and file killed, 1 captain, 2 lieutenants, 24 rank and file wounded.

1st Batt. 71st Foot—Return not received; supposed to have about 25 killed and wounded.

2d Batt. 81st Foot—2 rank and file killed; 1 rank and file wounded.

2d Batt. 82d Foot—11 rank and file killed; 2 lieutenants, 2 serjeants, 21 rank and file wounded.

85th Foot—1 serjeant, 2 rank and file killed; 1 lieutenant, 2 serjeants, 1 drummer, 19 rank and file, wounded; 7 rank and file missing.

95th Foot—5 rank and file wounded.

Embodied detachments—Return not received.

Staff.

26th Foot—1 captain wounded.

40th Foot—1 brigadier-general ditto.

62d Foot—1 captain ditto.

Total—1 officer, 2 serjeants, 2 drummers, 41 rank and file killed; 13 officers, 15 serjeants, 1 drummer, 184 rank and file wounded; 34 rank and file missing.

Names of Officers killed and wounded.

Killed—3d Batt. 1st Foot—Lieutenant D. M'Lean.

Wounded—3d Batt. 1st Foot—Captain John Wilson, Lieutenant Jackson, and Volunteer J. P. Drury, slightly.

2d Batt. 35th Foot—Captain Tisdell, slightly; Captain Frederick, dangerously.

68th Foot—The names of the 3 officers wounded, not specified in the return.

2d Batt. 82d Foot—Lieutenant Reed, slightly; Lieutenant Pratt, dangerously.

85th Foot—The name of the officer wounded, not mentioned in the return.

Staff.

26th Foot—Captain Fotheringham, deputy assistant-adjutant-general, slightly.

40th Foot—Brigadier-general Browne, slightly.

62d Foot—Captain Browne, aide-de-camp to Brigadier-general Houston, slightly.

ROBERT LONG, Col. Adj. Gen.

MY LORD, *Middleburgh, 3d August*, 1809.

Since my letter of yesterday's date, I have received intelligence from Lieutenant-general Sir John Hope, of his having occupied Bathz, and taken possession of the whole island of South Beveland.

I have also the satisfaction to acquaint your lordship, that upon the batteries being prepared to open, the fortress of Rammakens surrendered this evening, and I have the honour to enclose the articles of capitulation.

I have the honour to be, &c.

CHATHAM

To the Lord Viscount Castlereagh, &c.

TERMS *of* CAPITULATION *of the Fortress of Rammakens, 3d August*, 1809.

Art. I. The garrison surrenders prisoners of war, with every thing that belongs to the fortress, whether ammunition, cannon, or government stores belonging to the French and Dutch, of every sort and kind.

Art. II. The garrison will lay down their arms this moment; and are to be disposed of as the British government chooses, and as has been the custom of war.

Art. III. The officers will be allowed to keep their swords, and will, with their soldiers, be permitted to keep their private baggage.

ALEX. M. FRASER, Lieutenant general, commanding his Britannic Majesty's troops before Rammakens.

WOUNIER, Captain-commandant.

(A true Copy.) T. CAREY, Lieut.-Col. Mil. Sec.

Strength of the Garrison.

2 captains, 1 lieutenant, 4 serjeants, 7 corporals, 2 drummers, 111 privates.

Total 127.

DOWNING-STREET, AUGUST 11, 1809.

Despatches, of which the following are copies. have been received at the office of Lord Viscount Castlereagh, one of his Majesty's principal secretaries of state, from Lieutenant-general the Earl of Chatham, K. G.

Head-Quarters, Middleburgh, 7th August, 1809.

MY LORD,

Nothing very material has occured since my last despatch of the 3d instant. We have been unremittingly employed in bringing up the artillery of siege, ammunition and stores to the vicinity of Flushing, and the troops have been occupied in the construction of the batteries, and in carrying on the several works before the place, but which have been necessarily interrupted by the very heavy rains which have fallen here.

The enemy is active and enterprising, and the garrison has certainly

received considerable reinforcements from the opposite coast: nor has it been in the power of the flotilla hitherto to prevent it. Under these circumstances it has been found necessary to land Lieutenant-general Grosvenor's division, and the two light battalions of the king's german legion have been also for the present brought on shore.

Immediately on the fall of Ramnakens, I determined, as soon as the necessary arrangements were made, to pass the infantry of Lieutenant-general the Earl of Rosslyn's corps, together with Lieutenant-general the Marquis of Huntley's division, and the light brigades of artillery, into South Beveland, to form a junction with the reserve under Lieutenant-general Sir John Hope, and that the cavalry and ordnance ships, together with the transports for Lieutenant-general Grosvenor's division, the moment their services could be spared from before Flushing, should be brought through the Slow Passage, and proceed up the West Scheldt, but of course this latter operation cannot take place until a sufficient naval force shall have been enabled to enter the river, and to proceed in advance, but the very severe blowing weather we have constantly experienced, added to the great difficulty of the navigation, has hitherto baffled all their efforts.

By letters from Lieutenant-general Sir John Hope, I find that the enemy had, on the 5th instant, come down with about twenty-eight gun-vessels before Bathz, on which place they kept up a smart cannonade for some hours, but were forced to retire by the guns from the Fort, and every thing has since remained quiet in that quarter.

I have the honour to enclose a statement of the casualties that have occurred in the several corps before Flushing, since the last returns of killed and wounded.

I have the honour to be, &c.

CHATHAM.

Return of the Rank and Names of Officers, and of the Number of Non-commissioned Officers and Rank and File killed, wounded, and missing, since last Return (August 2,) to August 6, 1809, inclusive.

Head-quarters, Middleburgh, August 7, 1809.

3d Batt. 1st Foot—4 rank and file killed; 5 rank and file wounded.

5th Foot—1 rank and file killed; 20 rank and file wounded.

14th Foot—2 rank and file wounded.

26th Foot—5 rank and file killed; 1 lieutenant, 1 serjeant, 19 rank and file wounded.

32d Foot—2 rank and file killed; 15 rank and file wounded.

63th Foot—2 rank and file killed; 1 major, 1 lieutenant, 1 ensign, 6 rank and file, wounded.

71st Foot—1 assistant surgeon, 8 rank and file, killed; 2 lieutenants, 1 serjeant, 24 rank and file, wounded. 4 rank and file missing (not returned in time to be inserted in last return).

81st Foot—2 rank and file killed; 1 lieutenant, 4 rank and file, wounded.

85th foot—7 rank and file wounded.

95th Foot—1 rank and file killed; 1 lieutenant, 2 serjeants, 6 rank and file, wounded.

Embodied Detachment—1 ensign, 3 rank and file, wounded.

Staff Corps—1 lieutenant, 3 rank and file, wounded (not returned in time to be included in last return).

Total—1 assistant-surgeon, 25 rank and file, killed; 1 major, 6 lieutenants, 2 ensigns, 4 serjeants, 114 rank and file, wounded; 4 rank and file missing.

Names of Officers Killed and Wounded.

26th Foot—Lieutenant Maxwell, dangerously wounded.

68th Foot—Major Thompson, dangerously wounded; Lieutenant H. B. Muids and Ensign A. Thompson, slightly wounded.

71st Foot—Assistant-surgeon H. Quin, killed; Lieutenant D. Fletcher, slightly wounded.

81st Foot—Lieutenant K. Montgomery, slightly wounded.

95th Foot—Lieutenant Hambly, slightly wounded.

Embodied Detachment—Ensign Addison, of the 6th regiment, slightly wounded,

Staff Corps—Lieutenant A. Taylor, slightly wounded.

Officers returned wounded in last Return, but whose Names were not then known.

68th Foot—Captains Crespigny, Lieutenants M'Donald and J. Menzies, slightly wounded.

85th Foot—Lieutenant Burch, slightly wounded.

35th Foot—Captain Frederick, wounded as per last return, since dead.

R. LONG, Col. Adj. Gen.

MY LORD, *Middleburgh, 8th August*, 1809.

Since closing my despatch of yesterday's date, the enemy, towards five o'clock in the evening, in considerable force, made a vigorous sortie upon the right of our line, occupied by Major-General Graham's division.

The attack was principally directed upon our advanced piquets, which were supported by the 3d battalion of the royals, the 5th and 35th regiments, under Colonel Hay. These corps, together with detachments of the royal artillery, the 95th and light battalions of the King's German legion, received the enemy with their accustomed intrepidity; and after a sharp contest of some duration, forced him to retire with very considerable loss in killed, wounded, and prisoners.

In this affair the enemy has had another opportunity of witnessing the superior gallantry of British troops; in no instance has he succeeded in making the least impression throughout our line; and on this occasion, so far from profiting by his attempt, he has been obliged to relinquish some very advantageous ground where our advanced posts are now established.

I cannot too strongly express my sense of the unremitting vigilance and ability manifested by Major-General Graham, in securing and maintaining his post against the repeated attempts of the enemy to dislodge him; and I have great satisfaction in acquainting your Lordship, that the Major-General mentions, in terms of the warmest approbation, the distinguished conduct and gallantry of the officers and troops engaged on this occasion.

I am now enabled to transmit, for your Lordship's information, an abstract return of the ordnance, ammunition, and stores, that have fallen into our hands, since our arrival in this island.

I have the honour to be, &c.

CHATHAM.

Middleburgh, August 7, 1809.

Abstract Return of Ordnance, Ammunition, and Stores taken from the Enemy in the Island of Walcheren, by the British Army under the Command of Lieutenant-General the Earl of Chatham.

Taken in Action.

4 brass six-pounders, 1 ditto three-pounder; 4 six-pounder travelling gun-carriages, 1 three-pounder ditto; 100 rounds of ammunition for twen-

four-pounders, 6 ditto for twelve-pounders, 172 ditto for six pounders; 200 lbs. of powder, L.G.

Fort at Haak, near the Landing-place.

4 brass twenty-four pounders, 3 ditto twelve-pounders; 3 iron cohorns, 3 portable magazines.

Garrison of Veer.

5 brass 24-pounders, 2 do. 18-pounders, 4 do. 12-pounders, 12 do. 6-pounders; 2 12-inch brass mortars, 6 5½-inch ditto; 3 7½-inch brass howitzers, 1 6-inch do. 4 brass cohorns, 2 brass swivels; 4 iron 24-pounders, 5 ditto 18-pounders, 2 ditto 12-pounders, 4 ditto 6-pounders; 10 iron cohorns; 9 24-pounder travelling gun carriages, 8 18-pounder ditto, 6 12-pounder ditto, 4 8-pounder ditto, 18 6-pounder ditto; 5 7½-inch travelling howitzer-carriages, 2 6 inch ditto; 2 6-pounder ship gun carriages; 3 waggons, 1 caisson, 2 sling carts, 2 13-inch spare mortar beds (land service, new), 5 guns complete; 7263 rounds of ammunition for 24-pounders, 2106 ditto for 18-pounders, 346 ditto for 12-pounders, 1071 ditto for 6-pounders, 2304 ditto for 3-pounders, 296 ditto for 12-inch mortars, 79 ditto for 7½-inch howitzers, 81 ditto for 6-inch howitzers; 32 598 lbs. of powder, L.G.; 1926 16-lbs grenades, 1661 8-lbs. ditto, 1468 6-lbs. ditto, 2620 4-lbs. ditto, 4271 3-lbs. ditto; 534 muskets, 71 carbines, 100 cutlasses; 441,000 musket ball cartridges, 23 portable magazines, 2 petards complete, 12 buoys with mooring chains, 1281 lbs. of lead in balls.

Garrison at Rammakens.

6 brass 12-pounders, 3 ditto 6-pounders, 3 ditto 2-pounders; 4 iron 18-pounders, 1 iron cohorn; 1 24-pounder travelling gun-carriage, 1 18-pounder ditto, 1 6-pounder ditto: 1492 rounds of ammunition for 18-pounders, 267 ditto for 12-pounders, 157 ditto for 6-pounders, 137 ditto for 2 pounders, 40 ditto for 5-inch mortars; 11,612 lbs. of powder, L.G.; 119 muskets, 24 cutlasses, 400,000 musket ball cartridges.

Batteries on the Coast.

12 brass 24-pounders, 2 brass 12-inch mortars, 5 iron mortars; 12 24-pounder travelling gun carriages; 468 rounds of ammunition for 24-pounders, 100 ditto for 12-inch mortars.

With a large quantity of ordnance stores, tools, materials, iron, &c &c. of every description; the accounts for which time will not admit of being furnished.

T. MACLEOD, Brig. Gen.

Return of the Rank and Names of Officers, and of the Number of Non-commissioned Officers and Rank and File killed, wounded, and missing, in the Affair of the 7th of August.

Middleburgh, August 8, 1809.

Royal Artillery—1 lieutenant, 1 rank and file, wounded.

3 Batt. 1st Foot—1 rank and file killed; 1 serjeant, 10 rank and file, wounded.

5th Foot—1 serjeant, 4 rank and file, killed; 1 captain, 1 lieutenant, 2 ensigns, 47 rank and file, wounded; 1 brevet major, 2 rank and file, missing

35th Foot—3 rank and file killed; 3 serjeants, 51 rank and file, wounded; 2 rank and file missing.

59th Foot—1 rank and file wounded.

76th Foot—1 rank and file killed.

95th Foot—1 lieutenant, 2 serjeants, 4 rank and file, wounded.

1st Light Battalion of the King's German Legion—4 rank and file, killed; 1 lieutenant, 1 ensign, 12 rank and file, wounded.

Total—1 serjeant, 13 rank and file, killed; 1 captain, 4 lieutenants, 3 ensigns, 7 serjeants, 126 rank and file, wounded; 1 brevet major, 4 rank and file, missing.

Names of Officers wounded and missing.

Royal Artillery—Lieutenant Grant, slightly wounded.

5th Foot—Brevet Major Bird, missing, supposed to be taken prisoner; Captain Hamilton, dangerously wounded; Lieutenant C. Bird, Ensigns Galbraith and Walton, slightly wounded.

95th Foot—Lieutenant Clark, dangerously wounded.

1st Light Battalion of the King's German Legion—Lieutenant Frederick Du Fay and Ensign Frederick Hedeman, dangerously wounded.

AUGUST 12, 1809.

Copy of a Letter from Vice-admiral Lord Collingwood, Commander-in-chief of His Majesty's Ships and Vessels in the Mediterranean, to the Honourable W. W. Pole, dated on board the Ville de Paris, off Toulon, 11th June, 1809.

SIR,

I have received two letters from Captain Brenton of his Majesty's ship Sparton, of date the 27th April, and 5th May, relating the proceedings of the ships therein named with him at Pesaro, on 23d April, and at Ceseratico, on the 2d ultimo; when, on both occasions, all the enemy's vessels in those ports were captured, and the forts destroyed. No loss was sustained on our part, and this must be attributed to the well concerted measures which were taken for accomplishing this service.

I have the honour to be, &c.

COLLINGWOOD.

MY LORD, *Spartan, Trieste, April 27*, 1809.

I have the honour to inform your Lordship, that being with the Amphion and Mercury off the town of Pesaro, on the 23d Inst. I observed a number of vessels lying in the Mole, and thought it practicable to take possession of them, for which purpose the ships were anchored with springs upon their cables, within half a mile of the town, the boats formed into two divisions, the first consisting of launches with carronades, and other boats carrying field pieces, under the orders of Lieutenant Philott, first of the Amphion, took a station to the northward of the town, and the second division, consisting of rocket-boats, under the order of Lieut. Baumgardt, of the Spartan, to the southward, both divisions commanded by Lieutenant Willis, first of the Spartan; as soon as these arrangements were made, I sent a flag of truce on shore, to demand the surrender of all the vessels, adding, that should any resistance be made, the governor must be answerable for the consequences. I gave him half an hour to deliberate.

At half past eleven A.M. the officer returned with a message from the commandant, stating, that in half an hour I should receive his answer.

I waited thirty-five minutes from the time the boat came alongside, when observing no flag of truce flying on shore, but that troops were assembling in considerable numbers in the streets, and on the Quays, and that the inhabitants were busily employed in dismantling the vessels, I hauled down the flag of truce, and fired one shot over the town to give warning to the women and children, and shortly after made a signal to commence firing, which was instantly obeyed by the ships and boats. At thirty-two minutes after twelve, observing several flags of truce hung out in the town I made the signal to cease firing, and Lieutenant Willis pulled into the harbour, where he was informed that the commandant had made his escape with all the military.

I considered the place as surrendered at discretion, and gave orders for

all the boats to be employed in bringing out the vessels, and the marines to be landed to protect them.

Lieutenant Willis made the most judicious arrangements, to put these orders into execution: the marines were drawn up on the Marina, under Lieutenant Moore of the royal marines of the Amphion, the launches stationed in such a manner as to enfilade the principal streets; and the other boats' crews employed in rigging the vessels, and laying out warps to haul them off with, as soon as the tide should flow.

About two P.M. I received a letter from the Commandant, dated half past one, demanding another hour for deliberation; I refused him a moment, and told him in case of resistance, I should destroy the town.

By half-past six, thirteen vessels deeply laden, as per inclosed list, were brought off; several others had been scuttled by the inhabitants, and sunk; some were still aground, and dismantled; there were besides a few in ballast, and a number of fishing vessels.

I should have burnt the merchant vessels, but was apprehensive of setting fire to the town, and destroying the fishing-boats, I therefore directed Lieutenant Willis to blow up the castle at the entrance of the harbour, and bring off his people: this he did at seven o'clock.

I am happy to say we did not hear of any lives being lost in the town, although many of the houses were much damaged; one man only was killed by the explosion of the castle; after the match had been lighted, and our people retreated, he approached it; a musket was fired over him to drive him away, but he sought refuge behind the castle, and was buried in its ruins.

As the enemy made no active resistance, I can only express my admiration of the zeal and promptitude with which Captain Hoste and the honourable Henry Duncan, executed the orders they received, and the manner in which they placed their ships. Lieutenant Willis upon this, as upon every other occasion, displayed the greatest energy, skill, and judgment; the arrangements he made for the defence of his party, whilst in the harbour, and the expedition used in sending out the prizes, do him the highest credit.

Lieutenant Philott and Lieutenant Baumgardtt, in the command of their respective divisions, and Lieutenant Moore in that of the marines, was also exemplary. I have the honour to be, &c.

J. BRENTON.

List of the Enemy's Vessels captured in the Port of Pesaro, by His Majesty's Ships Spartan, Amphion, and Mercury, on the 23d of April 1809.

St. Nicholas, of 138 tons, laden with oil and almonds.
Il Practico, of 90 tons, laden with oil.
L'Azzardo Fortunato, of 54 tons, laden with oil
A vessel, name unknown, of 180 tons. laden with oil, hides, and almonds.
A vessel, name unknown, of 90 tons, laden with oil, and hemp.
St. Antonio, of 120 tons, laden with oil.
St. Antonio, of 100 tons, laden with plank and spars.
Santo Nio, of 56 tons, laden with morocco leather, hides, bees-wax, and plank.
Name unknown, of 30 tons, laden with oil and hides.
Charlotte Fortunato, of 56 tons, laden with oil.
Name unknown, of 50 tons, laden with oil.
Ditto, of 60 tons, oil, almonds, figs, candles.
Providenza, of 30 tons, laden with oil.
Total—13 vessels.

MY LORD, *Spartan off Roviguo, May* 5, 1809.

On the 2d instant the Spartan and Mercury chased two vessels into the port of Ceseratiço, the entrance of which is very narrow, and was defended by a battery of two guns (twenty-four pounders) and a castle; observing at the same time several other vessels lying there, I determined to take possession of them if possible. This coast is so shoal, that we had only four fathoms considerably out of gun-shot of the town; I was therefore under the necessity of sending the boats a-head, and on each bow to lead us in, with directions to make a signal when in three fathoms.

We were by this means enabled to anchor at noon in a quarter three, within range of grape of the battery, and very soon silenced it, when the boats under the command of Lieutenant Willis 1st of the Spartan pushed in, and took possession of it, turning the guns upon the castle and town, which were soon after deserted. We captured in the port twelve vessels, some laden with corn for venice, and the others being in ballast. We filled them with hemp and iron out of the magazines for those articles that were on the Quay, and in which the sails and rudders of some of the vessels were concealed.

Another large vessel laden with iron, which lay at the entrance of the harbour scuttled, we burnt, and after blowing up the castle and magazine, destroying the battery and spiking the guns, the boats came off, I am happy to say, without the loss of a man, or any person being wounded, although much exposed to the fire of the battery, as well as musketry, nor was any damage done to the ships.

The Mercury, from Captain Duncan's anxiety to place her as near the town as possible, took the ground, but in so favourable a position as gave the fullest effect to her fire. She was however hove off by six P.M. without having sustained any injury. I never witnessed more zeal and energy than was evinced by Captain Duncan upon this occasion. Lieutenant Willis displayed great gallantry in taking possession of the battery the moment the ships had ceased firing, in the expedition with which he turned the guns against the place; his exertions also in bringing out the vessels were very great. Much credit is also due to the officers and men of both ships for their activity. I have the honour to be, &c.

JAH. BRENTON.

AUGUST 15, 1809.

My Lords Commissioners of the Admiralty having ordered his Majesty's gun-brig Minx to be stationed off the Scaw, for the purpose of exhibiting a light for the guidance of ships passing to or from the Cattegat; and the said vessel being directed to take her bearings as follows, viz. "Scaw light-house W. N. W. by compass six miles; then the outer end of the reef will bear N. W. by N. by compass, distant three miles."—Notice thereof is hereby given, for the information of the masters and pilots of his Majesty's ships, and for the benefit of navigation in general.

W. W. POLE.

AUGUST 19, 1809.

Despatches, of which the following are copies, have been received at this office from Sir Richard John Strachan, Bart. K. B. Rear-admiral of the White, &c. addressed to the Honourable William Wellesley Pole.

SIR, *Kangaroo, in the West Scheldt, off the Kaloot, August* 11, 1809.

I beg leave to acquaint you, for the information of the Lords Commissioners of the Admiralty, that I am this moment going up to Bathz, in

South Beveland, which has been attacked by a strong detachment of the enemy's flotilla, and which, by Sir Richard Keats's reports, consists of two frigates, one bearing a vice-admiral's flag, thirty brigs, eight luggers or schooners, and fourteen gun-boats.

I was under the necessity of detaining our flotilla to prevent supplies being thrown into the garrison at Flushing, and to assist in cutting off its communication with Cadsand, which service was effectually done, except during the late heavy gales which drove the gun-boats from their stations, and prevented our ships entering the Scheldt, from the circumstance of their not being able to weigh their anchors. Since the weather has moderated, the wind has provokingly drawn round to the south east, which is the only obstacle that prevents Lord William Stuart, with a squadron of ten heavy frigates, passing Flushing, as well as Rear-admiral Lord Gardner, with the effective line-of-battle ships, taking up the anchorage in Dykeshook Bay, where I intend his lordship shall remain, with a view of having the assistance of that squadron in our further operations against the enemy, and eventually to proceed up the Scheldt.

The divisions of the army under the Earl of Rosslyn and Marquis of Huntley landed on South Beveland on the 9th.

The cavalry and ordnance ships, with the brigs and some sloops of war, have passed through the Slough, into the West Scheldt, and are now availing themselves of every favourable tide to proceed to Bathz. I am also endeavouring to warp the Pallas and Circe through by the same channel, and with every probability of success.

Sir Home Popham was detached with some gun-vessels for the purpose of sounding the river, and of joining Sir Richard Keats at Bathz.

The batteries are not yet ready to open on Flushing, therefore I hope to be here again in time to co-operate with the army in the attack on that garrison.

I am concerned to add, that the enemy has cut the dyke to the right of the town, and the island is likely to be inundated. I have ordered Rear-admiral Otway to send the Monmouth and Agincourt to England for water, as soon as they can be got down from Zeirickzee; and earnestly intreat that other means may be adopted for supplying the army and navy from England, as I apprehend all the water in this island will be spoiled by the inundation, and that there is not more in the other islands than is necessary for the subsistence of the inhabitants.

Their lordships must be aware that in this extentive and complicated service, it is impossible for me to enter so fully into detail as I could wish, especially as our arrangements must vary in proportion with the movements of the enemy.

In my absence I have directed Rear-admiral Otway to superintend the several duties relative to the investment of this island, and to correspond with the Admiralty on all matters of service.

Captain Dobbie, who acted in the Pallas during the absence of Captain Seymour, is the bearer of this despatch. He had my flag for some time in that ship, and has been particularly attentive to the public service.

In consequence of the protracted siege of Flushing, and the necessity for the flotilla going up the Scheldt, I have ordered guns from the ships of war to fit twenty transports as gun-ships, and with the launches of the ships under Rear-admiral Otway, to form a flotilla for the lower part of the Scheldt, which I trust their lordships will approve.

You will please likewise to inform their lordships that Lord Gardner has ordered the Centaur and Theseus to cruise off the Texel.

I have the honour to be, &c.

R. J. STRACHAN.

Honourable W. W. Pole.

SIR, *Kangaroo, in the West Scheldt, August* 12, 1809.

Having directed the frigates named in the margin,* to proceed up the West Scheldt, under the orders of Lord William Stuart, captain of the Lavinia, the moment the wind was favourable, that zealous officer availed himself of a light air from the westward on the afternoon of the 11th instant, notwithstanding the tide was against his proceeding, and passed the batteries between Flushing and Cadsand; the ships were under the enemy's fire nearly two hours.

The gallant and seaman-like manner in which this squadron was conducted, and their steady and well-directed fire, excited in my breast the warmest sensations of admiration. The army witnessed their exertions with applause, and I am certain their lordships will duly appreciate the services of Lord William Stuart, the captains, officers, seamen, and marines, on this occasion.

No very material accident happened, except by a shell striking l'Aigle, and which fell through her decks into the bread room, where it exploded; one man was killed, and four others wounded; her stern frame is much shattered.

Lord William Stuart's modest letter accompanies this despatch, together with a return of the killed and wounded, and the damages sustained by his Majesty's ships, in forcing the entrance of this river.

I have the honour to be &c.

R. J. STRACHAN.

His Majesty's Ship Lavinia, in the Scheldt,

SIR, *August* 11, 1809.

I have the honour to enclose you a report of the killed and wounded, and the damage sustained on board his Majesty's ships, which you did me the honour to place under my orders to force through the passage of the Scheldt between the batteries of Flushing and Cadsand.

As from your position you must have been a witness to the execution of this service, I have only to thank you for the honour you did me in placing the squadron under my orders.

I am, Sir, your obedient servant,

To Sir R. J. Strachan, Bart. K.B. Rear-Admiral of the White, Commander in Chief, &c. &c. &c. WM. STUART.

A Return of Killed and Wounded on board a Squadron of his Majesty's Ships, led by Captain the Right Honourable Lord William Stuart past the Batteries of Flushing and Breskens, on the 11th of August, 1809.

Lavinia, Captain Lord William Stuart—None killed or wounded.
Euryalus, Captain the Hon. G. H. Dundas—None killed or wounded.
Amethyst, Captain Sir M. Seymour—1 killed, 1 wounded.
L'Aigle, Captain George Wolf,—1 killed, 4 wounded.
Nymphen, Captain Keith Maxwell—None killed or wounded.
Statira, Captain C. W. Boys—None killed or wounded.
Heroine, Captain H. H. Christian—2 wounded.
Dryad, Captain F. Galwey—None killed or wounded.
Rota, Captain P. Somerville—None killed or wounded.
Perlin, Captain William Thompson—2 wounded.
Total—2 killed, 9 wounded.

R. J. STRACHAN.

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* Lavinia, Heroine, Amethyst, Rota, Nymphen, l'Aigle, Euryalus, Statira, Dryad, and Perlin.

Names of the Killed and Wounded on board a Squadron of his Majesty's Ships, under the direction of Captain the Right Honourable Lord William Stuart, on the 11th of August, 1809.

Amethyst—Michael Patterson, killed: Joseph Manfree, wounded.

L'Aigle—Elisha Higginson, private of marine, killed; William White, landman, wounded; William Bromley, boy, second class, ditto; H. L. Vine, lieutenant royal marines, ditto; Thomas Donovan, acting schoolmaster, do.

Heroine—2 men, not named, slightly wounded.

R. J. STRACHAN.

SIR, *Kangaroo, in the West Scheldt, Aug.* 13, 1809.

I had despatched Sir Home Popham with the sloops, brigs, and vessels, named in the margin,* together with a light flotilla, under Captains Lyford, Lowe, and Buck, up the West Scheldt, to sound and buoy the channels of that river, to enable the larger ships to advance, for the purpose of putting into execution the ulterior objects of this expedition. Sir Home Popham has executed this service with his usual judgment and correctness.

I have the honour to inclose, for their lordships' information, a copy of a letter I have received from Sir Richard Keats, to whom I have given the command of the naval part of our operations in the upper part of both Scheldts, until I get the frigates advanced under Lord William Stuart, and which will be done with the utmost despatch.

I have the honour to be, &c.

R. J. STRACHAN.

SIR, *Fort Bathz, August* 12, 1809.

I have the honour to inform you, that, in pursuance of your directions, I arrived at Bathz yesterday, and in order to render, if practicable, an attack on the enemy's flotilla more complete, I ordered 30 flat boats armed with carronades, and some other boats from the ships under my orders, to rendezvous at this place, and meet the flotilla under Sir Home Popham, but before the arrival of either, six of the enemy's gun-boats having grounded on a bank within reach of the artillery of the fort, after sustaining some injury by it, were abandoned: five of which were destroyed, and the other brought in.

The arrival of Sir Home Popham and my boats from the East Scheldt, which took place nearly at the same time, but the enemy's flotilla moved up to Lillo with the same tide that brought ours to Bathz, one of which was handsomely burned by the advanced gun-boats almost amongst them.

As the navigation of the West Scheldt is now open as far as it can possibly be cleared by the navy, and a flotilla force of upwards of 50 sail in the East Scheldt demand attention, and I can at any time return in a few hours to this place, it is my intention to repair this morning to the Superb, where I have ordered the boats of my division.

Sir Home Popham is examining the channels.

Although we are now masters of the navigation to Lillo, it may be proper to observe, that it is in the enemy's power, by sending a superior naval force, to deprive us of it, as far as Bathz (before some larger ships ascend), whenever he pleases. I have, &c.

To Rear-admiral Sir Richard Strachan, Bart. K.B. &c. R. G. KEATS.

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* Skylark, Harpy, Challenger, La Flèche, Pilot, Parthian, Daring, Thais, Cracker, Bloodhound, Galgo (rocket ship).

THE LONDON GAZETTE EXTRAORDINARY.

AUGUST 20, 1809.

Despatches, of which the following are copies, were received last night at this office from Sir Richard John Strachan, Bart. and K.B. rear-admiral of the white, &c. addressed to the Hon. William Wellesley Pole :—

SIR, *St. Domingo, Flushing Roads, 17th August,* 1809.

I have much satisfaction in acquainting you, for the information of their lordships, that the town and garrison of Flushing have capitulated upon the terms, a copy of which I send herewith.

Their Lordships have already been apprised that it was my intention to have proceeded up the Scheldt, with the division of frigates under Lord William Stuart, and that the greater part of our flotilla had advanced to Bathz, in the charge of Sir Home Popham, by whom the enemy were driven above Lillo, where their ships and gun-brigs had taken up a strong position. The command of the important service of the Scheldt, I have given to Sir Richard Keats, and he has my directions to co-operate with Lieutenant-general the Earl of Rosslyn, as well as to use every means in his power for capturing or destroying the fleet and flotilla of the enemy.

Rear-admiral Lord Gardner remained with the ships named in the margin* off Dykeshook, and his Lordship had received my direction to hold that squadron in readiness to go against the garrison of Flushing.

On the 12th instant, I was informed by Lord Chatham, that the advanced batteries were sufficiently prepared to open on the enemy the day follwing, at one o'clock in the afternoon; and as it appeared to me of consequence that the line-of-battle ships should pass the town at the same moment, I therefore abandoned my intention of going up to the advanced flotilla, and proceeding to Dykeshook hoisted my flag in the St. Domingo. The batteries opened on the garrison as it was previously settled, at one in the afternoon of the 13th instant, and the fire was returned with great vigour by the enemy.

The bombs and gun-vessels under the direction of Captain Cockburn, of the Belleisle, were most judiciously placed at the south east end of the town; and to the south west, Captain Owen, of the Clyde, had with equal skill and judgment, placed the bomb and other vessels under his orders. I had much satisfaction in witnessing the fire that was kept up by the squadrons under the command of these two officers, and the precision with which the shells were thrown from the bombs.

Unfortunately the wind was too scant to allow me to weigh when the batteries opened, but it proving more favourable the following day, I immediately put that intention into execution, and at ten in the forenoon of the 14th proceeded with the ships already named towards Flushing, meaning to pass to a more convenient anchorage for placing the squadron against it, when such a measure should appear to be necessary.

This squadron was led in by the St. Domingo, bearing my flag, and I was followed by the Blake, with the flag of Rear-admiral Lord Gardner; the other ships advanced in succession. Soon after we had opened our fire, the wind came more southerly, and the St. Domingo grounded inside of the Dog-Sand. Lord Gardner not knowing our situation passed inside of us,

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* St. Domingo, Blake, Repulse, Victorious, Denmark, Audacious, and Venerable.

by which the Blake also grounded. The other ships were immediately directed to haul off, and anchor as previously intended.

After being some time in this situation, during which the enemy's fire slackened, by the active and zealous exertions of Captain Owen, of the Clyde, who came to our assistance, and anchored close to the St. Domingo, she was got off, and soon after I had the satisfaction of seeing the Blake also afloat, and come to anchor with the rest of the squadron.

I was much pleased with the conduct and exertions of Captain Gill, of the St. Domingo, and his officers, and with the steadiness, energy, and good order of the ship's company. Lord Gardner bears equal testimony to the behaviour of the officers, seamen, and marines, of the Blake, and his lordship mentions the assistance he received from Captain Codrington in the highest terms of praise.

The fire of the enemy towards the evening had considerably abated, the town was burning in many places, and much damage was done to the houses. At seven o'clock I received a message from Lieutenant-general Sir Eyre Coote, requesting I would cease hostilities, as a summons had been sent into Flushing; but at night the fire again commenced, and was kept up without intermission until two o'clock of the morning of the 15th, when the French commandant, General Monnet, offered to surrender. This was communicated to me by the lieutenant-general, and in consequence I directed the flag of truce to be hoisted at day-light on board his Majesty's ships, and that hostilities should cease.

The lieutenant-general having also intimated his wish that two commissioners should be sent on the part of the navy to assist in the proposed capitulation, I accordingly nominated Lord Gardner to meet Sir Eyre Coote at East Zouburg, and to take with him Captain Cockburn, to act in conjunction with the officers on the part of the army. Shortly after I received a message from the Earl of Chatham, requesting to see me at Zouburg. On my arrival there, I found his lordship had selected Colonel Long, adjutant-general of the army, and Captain Cockburn, to be the commissioners for settling the terms of capitulation, which were finally concluded late in the evening of the 15th.

In the extensive and various branches of the service committed to my care, their lordships must be aware, that it would be impossible that all the flag-officers could be employed in the effective ships under my command; but I am no less indebted for the active exertions of Rear-admiral Otway, with whom I left the difficult task of arranging all the service connected with the operations against Flushing; and I am happy, in this opportunity of making him my acknowledgments for the ability with which those arrangements were made, and that service conducted. To Rear-admiral Sir Richard Keats, my thanks are particularly due, for his zealous exertions in defeating the intentions of the enemy at Bathz, and his active co-operation with Lieutenant-general Sir John Hope on South Beveland, and the upper part of the East Scheldt.

Their lordships have already been informed that Rear-admiral Lord Gardner accompanied me on the service off Flushing, where his lordship conducted himself with his accustomed gallantry.

I have much pleasure in bearing the most ample testimony to the exertions of Sir Home Popham, with the advanced flotilla, in the upper part of the West Scheldt, which has been of the most essential service.

I have received the most satisfactory accounts from Lieutenant-general Sir Eyre Coote, of the conduct of Captain Charles Richardson, of the Cæsar, with whose activity and zeal I have been long acquainted. Captain Richardson speaks in high terms of the assistance he received from Captain Blamey, of the Harpy, as well as his gallantry throughout the whole of the

service, in the battery worked by the seamen. I cannot conclude this letter without assuring their lordships that every captain, officer, seaman, and marine, have most zealously done their duty; nor will it, I hope, be thought taking away from the merits of others, in drawing their lordships' particular notice to the energetic exertions of the captains, officers, and men, employed in the gun-boats: they have been constantly under fire and gone through all the hardships of their situation with the utmost cheerfulness. Herewith I enclose the reports of the officers who have had commands in the present service, including the returns of killed and wounded.

Lieutenant William May, first lieutenant of my flag-ship, is the bearer of this despatch, and I recommend him to their lordships as an officer of merit.

I have the honour to be, &c.

R. J. STRACHAN.

SIR, *Camilla, in the West Scheldt, August* 15, 1809.

I have the honour to inform you, that in pursuance of your instructions, I yesterday hoisted my flag in the Camilla, and am at present with eighteen sloops and gun-brigs and four divisions of gun-boats, lying between the Saeftingen shoals, a position judiciously chosen by Captain Sir Home Popham, as it effectually cuts off the communication between the East and West Scheldt.

The enemy's flotilla considerably increased in number, has retired above or under the protection of Lillo, and the men of war with top-gallant-yards crossed, are anchored off and below Antwerp, as far down as Phillipe. Six of our frigates are anchored off Waerden, waiting an opportunity to come up.

Rear-admiral Sir R. J. Strachan, Bart. and K.B.

R. G. KEATS.

SIR, *His Majesty's Sloop Plover, off Flushing, August* 15, 1809.

I have the honour to enclose herewith, a list of killed and wounded on board the flotilla under my orders during our late operations; and I feel it, Sir, to be a duty incumbent on me, at the same time to state to you, that the several captains, officers, and men, which you were pleased to place under my orders, have by their exertions and gallant conduct, merited my warmest praise and acknowledgments.

Captain Aberdour, who commands the division of gun-boats now with me, conducted himself much to my satisfaction during the attack on Flushing, and under him Lieutenant Russel, of the San Josef, Baker of the Eagle, Bull of the Impetueux, and Westphal first lieutenant of the Belleisle (who quitted his ship to take charge of a sub-divison of the gun-boats) severally distinguished themselves in their respective commands; indeed, Sir, the conduct of all those who had charge of the gun-boats on this occasion, was highly meritorious.

The captains of the bomb-ships are likewise entitled to much praise for the judgment with which they placed their ships, and the precision with which the shells were thrown from them; the constant and correct fire from the Ætna Captain Lawless, particularly drew my attention.

I beg, Sir, also to be permitted to recommend to your notice and consideration, Captain Philip Brown, of this ship, to whom I feel under great obligation, for the assistance he has at all times afforded me, and for the assiduity, skill, and propriety with which he has managed the various details and arrangements of the flotilla, at the frequent periods of my being otherwise occupied in gun-vessels, on shore, &c.

Captains Phillimore and Ward, of the Marlborough and Resolution, arrived with their light armed transports time enough to assist at the reduction of the fortress; but I am sorry to add, that the country and service have to regret the loss of Lieutenant Rennie, who was embarked with Captain Ward, and who fell soon after getting into action. I cannot, Sir, conclude this letter, without also mentioning to you Lieutenant Bigland, of the Belleisle, who has invariably attended me as aide-de-camp, and whose courage and zeal fully entitle him to this public acknowledgment thereof.

I have the honour to be, &c.

G. COCKBURN, Captain of his Majesty's ship Belleisle, and commanding his Majesty's flotilla before Flushing.

Rear-admiral Sir J. Strachan, Bart. and K.B.

A Return of Killed and Wounded on board the Flotilla under the Orders of Captain Cockburn, of his Majesty's Ship Belleisle, at the Attack of Flushing from the 8th of August, 1809, until 15th following.

Blake (gun-boat No. 67)—1 killed, 4 wounded.
San Josef (gun-boat No. 67)—4 wounded.
San Domingo (gun-boat No. 67)—1 wounded.
Orion (gun-boat No. 27)—1 killed.
Monarch (gun-boat No. 19)—4 wounded.
Resolution (gun-boat No. 27)—1 wounded.
Impetueux (gun-boat No. 68)—1 killed.
Impetueux (gun-boat No. 62)—1 killed, 3 wounded.
Marlborough (gun-boat No. 62)—1 killed.
Royal Sovereign Yacht (Ætna bomb)—1 wounded.
Hero (ship's launch)—1 killed, 2 wounded.
Resolution (armed transport Ann)—1 killed, 2 wounded.
Total—7 killed, 22 wounded.

Names of Officers Killed and Wounded.

Marlborough—Lieutenant Rennie, killed.
San Josef—Licutenant Russell and Mr. Burnside, surgeon, slightly wounded.

Monarch, off Camp Veere, August 16, 1809.

SIR,

I have the honour to enclose, for your information, a report from Capt. Richardson, of his Majesty's ship Cæsar, who commanded the brigade of seamen that landed on the 30th ultimo with the division of the army under the orders of Licutenant-general Sir Eyre Coote, K.B. and I beg leave to add that I am authorised by the Licutenant-general who commanded the siege of Flushing, and under whose orders the naval brigade more immediately acted; as likewise by Major-general M'Leod the commanding officer of the royal artillery, to express their high approbation of the bravery and zeal so very conspicuous in the conduct of Captains Richardson and Blamey, and the whole of the officers and men under their command, during the continuance of a long and most arduous service.

I have the honour to be, &c.

Rear-admiral Sir R. J. Strachan, Bart. and K.B. WILLIAM A. OTWAY.

East Zouberg, before Flushing, August 16, 1809.

SIR,

I beg leave to inform you, that in obedience to your general orders issued on the 28th ultimo, I landed with the army on the sand-hills, near the signal-post on the island of Walcheren, on the 30th ultimo. The

officers and seamen you did me the honour to place under my orders, were composed of three divisions, having charge of nine pieces of ordnance, which were drawn and worked by them. At eight A.M. on the 31st, the left division took post before Ter Veere, and joined in the attack of that place, throwing several cases of rockets into it with good effect; during the night a flag of truce was received, and the terms of capitulation agreed to and signed by general Fraser and myself. On the 1st instant the troops quitted Ter Veere, on their way to Fort Rammekens, when we were constantly employed in the construction of works, and drawing heavy cannon, till it also capitulated on the 2d at night. The detachment then proceeded to East Zouberg, and were employed day and night in cutting fascines, erecting batteries, and drawing heavy ordnance into them; the artillery horses being found inadequate to perform that service from the narrow roads, darkness of the night, and difficulty of driving clear of the ditches, into which they had thrown several twenty four pounder guns and carriages. This important duty from the heavy rains and soft muddy soil, was attended with the greatest difficulty and fatigue.

After having assisted in mounting all the batteries, and otherwise completing them, on the 12th, General Sir Eyre Coote honoured me with the command of a new work just lined out for six 24-pounders; we made every possible exertion to complete it under a galling fire from the enemy's ramparts, distant only 600 yards; during the day four were killed and one wounded in the battery. At sun-rise on the 14th, we opened a most destructive fire on the rampart and town in front of us, and in two hours every gun we could bear upon was silent, Our fire was kept up incessantly until about seven o'clock in the evening, when I received an order to cease firing, as did all the other works. We immediately put the battery in a state for renewing the fire, if found necessary, and at nine we opened again by order, with still greater effect, and continued our fire until two o'clock, when we ceased to fire, by order, the French general having agreed to capitulate on the basis of the garrison becoming prisoners of war.

I cannot conclude this report, without assuring you that I have received every possible support from Captain Blamey, and the lieutenants of the different ships under my orders; and I beg to recommend them to your attention and protection.

I have likewise the honour to inclose the names of the lieutenants, according to their seniority, who served with me in the batteries on this occasion, and beg leave from their exertions earnestly to recommend them to your notice.

I l kewise add a return of the casualties of the officers and men.

I have the honour to be, &c.

Rear-admiral Wm. A. Otway CHARLES RICHARDSON.

Names of the Lieutenants according to their Seniority, who served in the Battery before Flushing, under the Orders of Captain Richardson, of his Majesty's Ship Cæsar.

Lieutenant John Wyborn; Lieutenant Nicholson; Lieutenant Travers; Lieutenant Hilton; Lieutenant Howell; Lieutenant Medway, Lieutenant Hall.

A Return of the Killed and Wounded belonging to his Majesty's Ships in passing the Batteries of Flushing, on the 15th August, 1809.

BLAKE.

Killed.—James Gatt, serjeant of marines; John Lowry, seaman.

Wounded.—Andrew Money, seaman, slightly; Thomas Coat, seaman, ditto; Robert M'Birnie, seaman, ditto; James Lee, seaman, ditto; James Goolby, private of marines, severely; William Stewart, corporal of marines, ditto; John Macnamara, private of marines, slightly; William Manby, private of marines, ditto; William Firby, private of marines, ditto.

SAN DOMINGO.

Wounded.—John Maynard, seaman; Charles M'Murray, seaman; Hugh Molloy, seaman; James Grady, seaman; Richard Platt, seaman; John Kirby, seaman; William Connor, seaman; Joseph Clearman, seaman; William Owens, seaman. Total.—2 killed, 18 wounded.

R. J. STRACHAN.

A Return of the Killed and Wounded in the Seamens' battery before Flushing, being a Detachment of Seamen under the Orders of Captain Charles Richardson, of His Majesty's Ship Cæsar, August 14, 1809.

REVENGE.

Wounded.—Edward Harrick, midshipman; Felix Benjamin, seaman; Benjamin Parrott, seaman; John Hitchcock, seaman; Thomas Scott, seaman.

HERO.

Wounded.—John Woodcock, seaman; William Butler, seaman.

Total.—7 wounded.

Total Killed and Wounded.—Captain Cockburn's return—7 killed, 22 wounded.

General Return—2 killed, 18 wounded.

Captain Richardson's return—7 wounded.

Total—9 killed, 47 wounded. R. J. STRACHAN.

A Letter from Rear-admiral Sir Richard John Strachan to the Hon. W. Wellesley Pole, dated on board the St. Domingo, Flushing, 17th August, 1809, transmits one from Sir Richard Goodwin Keats, inclosing the terms of Capitulation for the surrender of the towns of Zeirikzee and Browershaven, with the whole of the islands of Schowen and Duiveland, of which the following is a copy:

ARTICLES of CAPITULATION, entered into for the Surrender of the Towns of Zeirik Zee and Browershaven, and the whole of the Islands of Schowen and Duiveland, to his Britannic Majesty's Forces, and concluded between the Earl of Rosslyn, Lieutenant-general, and Richard Goodwin Keats, K.B. Rear-admiral of the Blue, on the one Part; and Mr. J. Nelemans, Mr. Secretary Van Doff and Mr. J. de Kater, Members of the Regency, Deputies from the Towns of Zeirik Zee and Browershaven, and the whole of the Islands of Schowen and Duiveland, on the other Part.

The said Deputies, in Consequence of the Eighth Article of the Capitulation of the Town of Middleburgh, communicated to them by the Prefect of Zeeland, and in Conformity to the Disposition from him of the 6th August, have expressed their Readiness to accede to the Conditions of the said Capitulation, and to surrender the Towns of Zeirik Zee and Browershaven, and the Whole of the Islands of Schowen and Duiveland, to his Britannic Majesty's Forces, upon the following Articles of Capitulation.

Art. I. Security shall be granted to every person, public functionaries, private persons, citizens, and inhabitants, whatever their political opinions

may have been, or now are, provided they conduct themselves as peaceable citizens, and conform to such regulations as shall be hereafter established by the authority of the British government.

Art. II. Protection shall be granted to all private property; but all public property is to be accounted for, to such commissioners as shall be named by the general and admiral commanding his Britannic Majesty's Forces.

Art. III. The arms of the inhabitants, which have been received from the government, shall be delivered up to such officer as shall be appointed on the part of his Britannic Majesty, to receive the same; but it shall be permitted to the magistrates to retain such proportion of them, and to arm such part of the burghers for the purposes of the internal police of the towns, as shall appear to be proper and necessary, to the officers commanding in the island on the part of his Britannic Majesty; but none shall be retained or used, except subject to his authority and his discretion.

Art. IV. Public functionaries and their families shall be permitted, if they desire it, to return to any other part of Holland; but such as shall remain, shall, if required and authorised so to do, by the officer commanding in the islands, continue to exercise their several functions, for the administration of the affairs of the towns and islands aforesaid.

Art. V. Inhabitants who are absent from their houses shall be permitted to return with their property, subject to the conditions in the first article.

Art. VI. Every care will be taken that the quartering of the troops stationed in the towns and islands shall be made as little burthensome to the inhabitants as possible.

Art. VII. If any misunderstanding shall arise regarding the foregoing articles, they shall be explained in favour of the inhabitants of the towns and islands aforesaid.

Done on Board his Britannic Majesty's ship Superb, off Cattendyke, 15th August, 1809.

ROSSLYN, Lieutenant-general.
R. G. KEATS.
J. de KATER.
JOH. NELEMANS.
A. J. VAN DOPFF.

DOWNING-STREET, AUGUST 19th, 1809.

A despatch of which the following is a copy, was this day received at the office of viscount Castlereagh, one of his Majesty's principal Secretaries of state, from Lieutenant-general the Earl of Chatham, K.G. dated head-quarters, Middleburgh, August 16, 1809.

Head-quarters, Middleburgh, August 16, 1809.

MY LORD,

I have the honour of acquainting your lordship, that on the 13th instant, the batteries before Flushing being completed, (and the frigates, bombs, and gun-vessels, having at the same time taken their stations) a fire was opened at about half-past one P.M. from fifty-two pieces of heavy ordnance, which was vigorously returned by the enemy. An additional battery of six twenty-four pounders was completed the same night, and the whole continued to play upon the town with little or no intermission till late on the following day.

On the morning of the 14th instant, about ten o'clock, the line-of-battle ships at anchor in the Durloo passage, led by Rear-admiral Sir Richard Strachan got under weigh, and ranging up along the sea-line of defence,

kept up as they passed a tremendous cannonade on the town for several hours with the greatest gallantry and effect. About four in the afternoon, perceiving that the fire of the enemy had entirely ceased, and the town presenting a most awful scene of destruction, being on fire in almost every quarter, I directed Lieutenant-general Sir Eyre Coote to send in to summons the place. General Monnet returned for answer, that he would reply to the summons as soon as he had consulted a council of war. An hour had been allowed him for the purpose, but a considerable time beyond it having elapsed without any answer being received, hostilities were ordered to recommence with the utmost vigour, and about eleven o'clock at night, one of the enemy's batteries, advanced upon the Sea Dyke in front of Lieutenant-general Fraser's position, was most gallantly carried at the point of the bayonet, by detachments from the 36th, 71st, and light battalions of the King's German legion, under Lieutenant-colonel Pack, opposed to great superiority of numbers; they took forty prisoners, and killed and wounded a great many of the enemy.

I must not omit to mention, that on the preceding evening, an intrenchment in front of Major-general Graham's position, was also forced in a manner equally undaunted, by the 14th regiment, and detachments of the King's German legion, under Lieutenant-colonel Nicolls, who drove the enemy from it, and made a lodgement within musket-shot of the walls of the town, taking one gun and thirty prisoners.

About two in the morning, the enemy demanded a suspension of arms for forty-eight hours which was refused, and only two hours granted, when he agreed to surrender according to the summons sent in, on the basis of the garrison becoming prisoners of war.

I have now the satisfaction of acquainting your lordship, that these preliminaries being acceded to; as soon as the Admiral landed in the morning, Colonel Long, Adjutant-general, and Captain Cockburn of the Royal Navy, were appointed to negotiate the further articles of capitulation, which I have now the honour to enclose. They were ratified about three this morning, when detachments of the Royals on the right, and of his Majesty's 71st regiment on the left, took possession of the gates of the town. The garrison will march out to-morrow, and will be embarked as speedily as possible.

I may now congratulate your lordship on the fall of a place so indispensibly necessary to our future opperations, as so large a proportion of our force being required to carry on the siege with that degree of vigour and despatch, which the means of defence the enemy possessed, and particularly his powers of inundation (which was rapidly spreading to an alarming extent) rendered absolutely necessary.

Having hoped, had circumstances permitted, to have proceeded up the river at an earlier period, I had committed to Lieutenant-general Sir Eyre Coote, the direction of the details of the siege, and of the operations before Flushing, and I cannot sufficiently express my sense of the unremitting zeal and exertion with which he has conducted the arduous service entrusted to him, in which he was ably assisted by Lieutenant-colonels Walsh and Offerey attached to him, as assistants in the adjutant and quarter-master general's department.

I have every reason to be satisfied with the judicious manner in which the general officers have directed the several operations as well as with the spirit and intelligence manifested by the commanding officers of corps, and the zeal and ardour of all ranks of officers.

It is with great pleasure I can report the uniform good conduct of the troops, who have not only on all occasions shewn the greatest intrepidity in presence of the enemy, but have sustained, with great pleasure and chearfulness, the laborious duties they have had to perform.

The active and persevering exertions of the corps of royal engineers have been conducted with much skill and judgment by Colonel Fyers, aided by Lieutenant-colonel D'Arcey, and it is impossible for me to do sufficient justice to the distinguished conduct of the officers and men of the royal artillery, under the able direction and animating example of Brigadier-general M'Leod.

The seamen, whose labours had already been so useful to the army, sought their reward in a further opportunity of distinguishing themselves, and one of the batteries was accordingly entrusted to them, and which they served with admirable vigour and effect.

I must here beg to express my strong sense of the constant and cordial co-operation of the navy on all occasions, and my warmest acknowledgments are most particularly due to Captain Cockburn of the Belleisle, commanding the Flotilla, and to Captain Richardson of the Cæsar, commanding the brigade of seamen landed with the army.

I have the honour to enclose a return of the garrison of Flushing, in addition to which I have learned that, besides the number killed, which was considerable, upwards of one thousand wounded men were transported to Cadsand, previous to the complete investment of the town.

I also subjoin a statement of deserters and prisoners, exclusive of the garrison of Flushing.

This despatch will be delivered to your lordship by my first Aid-de-camp Major Pradford, who is fully qualified to give your lordship every further information, and whom I beg leave earnestly to recommend to his Majesty's protection.

I have the honour to be, &c.

CHATHAM.

His excellency the general of division Monnet, one of the commandants of the Legion of Honour, Commandant-in-chief of the fortress of Flushing, having authorised Monsieur L'Evêque, Captain of the imperial engineers, and Monsieur Montonnet, Captain of the imperial artillery, to treat of terms of capitulation for the surrender of the town of Flushing to the troops of his Britannic Majesty; and their excellencies Lieutenant-general the Earl of Chatham, K.G. &c. and Rear-admiral Sir Richard Strachan, K.B. &c. commanding in chief the millitary and naval forces before Flushing, having authorized Captain Cockburn, of his Majesty's ship Belleisle, commanding the British Flotilla, and Colonel Long, Adjutant-general, to treat conjointly with the said commissioners thereon, they have, after duly exchanging their respective powers, agreed to the following articles, viz.

Art. I. The garrison of Flushing shall be prisoners of war, and shall march out of the place with all the honours of war; they shall deposit their arms on the Quay of the water gate; they shall return to France on their parole, and shall not for one year bear arms against his Britannic Majesty, or the allies whom he may have at the time of Capitulation.

This article is applicable to the officers of marine actually at Flushing.

Answer.—The garrison of Flushing will be permitted to march out of the town with the honours of war required, and they will lay down their arms on the glacis, but must be considered as prisoners of war, and sent as such to England.

The officers of marine will share the fate of the rest of the garrison.

Art. II. General and Staff officers, officers of the marine and of the corps, composing the garrison, shall keep their arms, their horses, and all the property which belongs to them. The non-commissioned officers, soldiers, seamen, and officers' servants, shall keep their havre-sacks.

Answer.—Granted.

Art. III. The sick and wounded capable of being sent out shall be forwarded to France, the remaining sick shall be left to the care and humanity of the general commanding the troops of his Britannic Majesty, and sent to the French dominions as soon as their condition will permit; there shall be left a sufficient number of medical attendants for the care of the sick; the medical attendants shall receive the same allowances as those of his Britannic Majesty.

Answer.—The sick and wounded must be considered as prisoners of war. Such as are in a state to be removed shall be embarked with the garrison; the rest will remain under the care of French physicians and surgeons until sufficiently recovered to admit of their being removed.

The physicians and surgeons will receive the allowances usually granted to prisoners of war of their rank and description, together with such further remuneration for their attendance on the sick as the general commanding the British army may be pleased to grant.

Art. IV. The non-combatants, such as the sub-inspector, the commissary of war, the medical attendants, the heads of the different administrative departments, shall not be considered as prisoners of war; they shall be at liberty to dispose of their effects, their private and personal property, and to carry it to France, as well as all documents relative to their accounts, in order to justify their conduct to the French government. This arrangement is applicable to the commissaries and civil officers of the marine, to the artificers and attendants of the port, to the officers of the customs and duties, as well as to the paymasters of the army and navy.

Answer.—The officers and others mentioned in this article, all attendants on the French army, and in short Frenchmen of every description, not inhabitants of Flushing previous to the year 1807, will be sent to England, and hereafter treated according to such arrangement as may take place between the two governments respecting non-combatants; their private and personal property shall be respected, and permission will be given them to retain all such papers as specifically relate to, and may be necessary for the settlement of their accounts. All Frenchmen and others who may be permitted to remain, will be expected to take the oath of allegiance to his Britannic Majesty when required, and to conform to all laws and regulations which may hereafter be made by the British government.

Art. V. If no particular stipulation has been made concerning the sick left at Middelburgh under the care of the medical attendants and the officers of the said hospital, they shall be treated according to articles III and IV of the present capitulation.

Answer.—Granted; conformably to the answers given to the third and fourth articles.

Art. VI. The property of the inhabitants shall be respected, they shall be at liberty to withdraw into France with their private property, they shall have every security in this respect, and shall not be molested in any manner for their opinions and the part they have taken during the siege.

Answer.—The property of the inhabitants of every description will be respected, it being understood that all naval and military stores will be held in requisition until proved to be the private property of individuals, and the British government shall, in that case, be at liberty to make use of the same on paying a just remuneration to the proprietors.

Such inhabitants as may be desirous of retiring to France, and shall certify this their intention within eight days after the ratification of this capitulation, shall be permitted to do so at a period to be determined by the British commander-in-chief, and no inhabitant shall be molested on account of any opinion or conduct he may hitherto have held.

Art. VII. The necessary carriages and vessels shall be furnished by the English commissioners, at the expense of their government, for transporting from this place to the French dominions the sick and the private effects of the officers. These effects shall not be searched, and shall have full security during their passage.

Answer.—Every expense of transporting the French garrison, sick, &c. with their baggage, to England, will, of course, be defrayed by the British government.

Art. VIII. If any difficulty shall arise in the interpretation of any of the above articles, it shall be settled by the undersigned commissioners, and as much as possible in favour of the garrison.

Answer.—Granted.

Given under our Hands in Flushing this 15th day of August, 1809;

GEORGE COCKBURNE, captain of his Majesty's ship Belleisle, commanding the British flotilla.
ROBERT LONG, Col. Adjutant-general.
F. MONTONNET, Capitaine D'Artillerie.
P. L'EVEQUE, Capitaine Commandant du Genie.

ADDITIONAL ARTICLES.

Art. I. The undersigned commissioners have agreed that all ordnance, military and naval stores of every description, as well as all maps, charts, plans, and military memoirs, &c. and all public property whatsoever, shall be made over with inventories thereof to such commissioners as shall be appointed by the generals commanding the British and French forces conjointly to deliver and receive the same.

Art. II. It is likewise agreed that as soon as the ratification of the present capitulation shall be exchanged, the gates of the town and the sluices shall be occupied by detachments of the British army, and the French troops shall evacuate the fortress at noon on the 17th instant.

Art. III. It is further agreed that this capitulation shall be ratified by the generals commanding in chief the British and French armies; and that the ratifications shall be exchanged at the French advanced posts on the Middleburgh Road, at 12 o'clock this night; in default of which, the present capitulation, and suspension of arms to be considered as null and void.

Given under our hands at Flushing, this fifteenth day of August, 1809;

G. COCKBURN, Captain of his Majesty's ship Belleisle commanding the British flotilla.
ROBERT LONG, Colonel Adjutant-general.
F. MONTONNET, Capitaine D'Artillerie.
P. L'EVEQUE, Capitaine Commandant du Genie.

Approved and ratified by us,

CHATHAM, Lieutenant-general commanding the naval forces.
R. STRACHAN, Rear-admiral commanding the naval forces.

Examined and ratified,

MONNET, General de division.

A true Copy.

T. CAREY, Lieutenant-colonel, Military Secretary.

Amount of the Garrison which surrendered at Flushing, on the 15th August, 1809, under the Command of Monnet, General of Division.

16 officers of the staff; 101 officers; 3773 Non-commissioned officers and soldiers; 489 sick and wounded,

Total.—4379.

Return of Prisoners and Deserters from the 30th July to August 15th 1809, taken in the Island of Walcheren.

1 colonel; 1 lieutenant-colonel; 15 captains; 27 lieutenants; 1 staff: 33 serjeants; 13 drummers; 1700 rank and file.

Return of the Rank and Names of Officers, and of the Number of Non-commissioned Officers, and Rank and File Killed, Wounded, and Missing, from the 8th instant to the surrender of Flushing, on the Morning of the 15th inclusive, Head-Quarters, Middleburgh, August 16, 1809.

Royal Artillery.—6 rank and file killed; 1 officer, 10 rank and file wounded.

Royal Engineers.—1 rank and file killed; 2 officers wounded.

3d Batt. 1st Foot.—1 officer wounded.

2d Foot.—1 rank and file killed; 1 officer, 4 rank and file wounded.

5th Foot.—1 officer, 2 rank and file killed; 1 drummer, 8 rank and file wounded.

14th Foot.—1 rank and file killed; 1 officer, 4 rank and file wounded.

26th Foot.—1 serjeant wounded.

35th Foot.—1 serjeant killed.

36th Foot.—3 rank and file killed; 1 officer, 2 serjeants, 7 rank and file wounded; 1 rank and file missing.

59th Foot.—2 rank and file killed; 1 serjeant, 2 rank and file wounded.

63d Foot.—2 rank and file wounded.

68th Foot.—3 rank and file killed; 2 officers, 1 serjeant, 12 rank and file wounded.

71st Foot.—1 officer, 1 rank and file killed; 2 officers, 7 rank and file wounded.

76th Foot.—2 rank and file killed.

77th Foot.—1 officer wounded.

81st Foot.—1 drummer killed; 2 officers wounded.

84th Foot.—2 rank and file wounded.

95th Foot.—1 rank and file killed; 1 officer, 8 rank and file wounded.

1st Light Battalion King's German Legion.—7 rank and file wounded.

2d Light Battalion King's German Legion.—1 officer, 3 rank and file killed; 1 drummer, 10 rank and file wounded.

Total.—8 officers, 1 serjeant, 1 drummer, 26 rank and file killed; 15 officers, 5 serjeants, 2 drummers, 33 rank and file wounded; 1 rank and file missing.

Names of Officers Killed and Wounded.

Killed.—5th Foot.—Captain Talbot.

71st Foot.—Ensign D. Sinclair.

2d Light Battalion King's German Legion.—Lieutenant Sprecker.

Wounded.—Royal Artillery.—Lieutenant George Browne, slightly.

Royal Engineers.—Colonel Fyers slightly; Captain Pasley, dangerously.

3 Batt. 1st Foot.—Lieutenant A. W. M'Kenzie, slightly.

2d Foot.—Lieutenant Clutterbuck, slightly.

14th Foot.—Ensign C. Harrald, dangerously; wounded August 9, since dead.

36th Foot.—Major M'Kenzie, dangerously.

68th Foot.—Captain Soden, slightly; Lieutenant Smith, slightly.

71st Foot.—Captain Spottiswoode, slightly; Lieutenant D. M'Donald, dangerously.

77th Ditto. Captain A. V. Brown, dangerously.

81st Ditto. Captain Taylor, slightly; assistant-surgeon Chizlet dangerously.

95th Ditto. Lieutenant Manners, slightly: wounded 3d August, not reported in time to be included in the preceding returns.

ROBERT LONG, Col. Adj. Gen.

Middleburgh, August 16, 1809

Abstract Return of Ordnance, Ammunition, and Stores, found in Flushing at the Surrender of the Garrison to the British Army under the Command of the Earl of Chatham, &c.

Mounted on travelling carriages or beds, &c. complete.

Brass. 29 24-pounders; 10 18-pounders; 20 12-pounders; 2 8-pounders; 10 6-pounders; 22 3-pounders; 2 1-pounders; 18 12-inch mortars; 8 8-inch ditto; 6 12-inch howitzers; 2 8-inch ditto; 12 5 and a half inch ditto.

Iron. 40 24-pounder guns; 3 18-pounders; 20 6-pounders; 20 cohorns.

Total 224 pieces.

11,687 24-pounder shot; 15,794 18-pounder ditto; 10,500 12-pounder ditto; 717 8-pounder ditto; 4,820 6-pounder ditto; 6,305 4-pounder ditto; 9,760 3-pounder ditto; 3,102 12 inch shells; 386 8-inch ditto; 600 5 and a-half inch ditto; 800 hand-grenades.

Powder in barrels and cartridges, supposed equal to 2000 barrels.

Infantry ammunition, a very large quantity, but not ascertained.

63 Spare travelling carriages and limbers; 21 caissons; 6 waggons; 2 devil carriages; 4 copper fire engines.

With a large quantity of ordnance stores of every description, of which a survey has not yet been made to ascertain the articles.

J. M'LEOD, Brigadier-general.

SUPPLEMENT TO THE LONDON GAZETTE

OF SATURDAY, THE 19TH OF AUGUST.

AUGUST 20, 1809.

A despatch, of which the following is a copy, has been received at the office of Viscount Castlereagh, one of his Majesty's principal secretaries of state, from Lieutenant-general the Earl of Chatham, K.G. dated Head Quarters, Middleburgh, August 11, 1809.

MY LORD, *Head Quarters, Middelburg, 11th August*, 1809.

I received yesterday evening your lordship's despatch of the 8th instant, by the messenger Mills, and I must entreat of your lordship, to offer my most dutiful acknowledgments to his Majesty, for the gracious approbation he has been pleased to express of my humble endeavours in his service; and I shall feel the greatest satisfaction in communicating to Lieutenant-general Sir Eyre Coote, and the general and other officers, and the troops employed here under my command, the sense which his Majesty entertains of their meritorious conduct in the services in which they have been engaged, as well as the confidence his Majesty feels in their future good conduct, and which I trust they will not disappoint.

The enemy has continued to give what interruption he could to the progress of our works; but since the date of my last letter, he has attempted no sortie in any force. He has endeavoured to cause us some embarrass-

ment by opening the sluices at Flushing, and letting in the salt water, but this has been attended as yet with little inconvenience, as the necessary precautions for letting off the water through the sluices in our possession at this place and at Veer, I have no doubt will be found effectual. The several batteries will probably be ready to open on the place either the 12th or 13th, and I shall look with great anxiety to the result, as the speedy reduction of Flushing (particularly under present appearances) is of the last importance, as till then so very large a portion of the force under my command is unavoidably detained before it.

The divisions of Lieutenant-general Lord Rosslyn, and Lieutenant-general Lord Huntley, were according to the intention I mentioned in my last letter, landed in South Beveland, on the morning of the 9th instant, but I am sorry to say that the division of transports, with the cavalry and artillery horses, the heavy ordnance, ammunition, and stores of all descriptions, have not yet been brought through the Slow Passage. The moment they appear, it is my intention to proceed towards Bathz; but as till then no operation can be undertaken, I have thought my presence here was more useful.

A large portion of the flotilla has proceeded up the river to Bathz, on which place I learn that the enemy had again made an attack, but had been repulsed by the guns of the fort.

I have the honour to be, &c.

CHATHAM.

AUGUST 21, 1809.

A despatch, of which the following is a copy, was this morning received at the office of Viscount Castlereagh, one of his Majesty's principal secretaries of state, from Lieutenant-general the Earl of Chatham, K.G. dated Head Quarters, Middleburg, August 18, 1809.

MY LORD, *Middleburg, August* 18, 1809.

I have the honour to transmit, for your lordship's information, a copy of the articles of capitulation,* for the surrender of the towns of Zeiricksie and Brawershaven, and the islands of Schawen and Duiveland, concluded on the 15th instant by Lieutenant-general the Earl of Rosslyn and Rear-admiral Sir Richard Keats, with the deputies of those towns and islands; and I have much satisfaction in acquainting your lordship, that I have every reason to believe we shall be enabled to draw very ample supplies of cattle, spirits, and biscuit, from that quarter.

The enclosed return of the late garrison of Flushing received from General Monnet last night, so materially differs from that which accompanied my despatch of the 16th instant, that I think it expedient to transmit it for your lordship's information.

I am also informed that the enemy during this service has suffered a very heavy loss in killed and wounded, which, together with the prisoners of war who have fallen into our hands, the enemy's force opposed to us in this island may very fairly be stated at nine thousand men.

I have the honour to be, &c.

CHATHAM.

Amount of Troops in the Garrison of Flushing, on the 17th August, 1809.

200 officers, 4935 rank and file, 618 sick and wounded.—Total 5803.

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* Inserted in the Extraordinary Gazette of the 20th.

ADJUDICATION OF PRIZE CAUSES IN THE ADMIRALTY-COURT.

DOCTORS' COMMONS, APRIL, 18, 1809.

Lord Nelson, ————, master. A question of salvage. This vessel was a transport in his Majesty's service, and in consequence of being pursued by a French lugger, the master cut away her masts and soon afterwards the enemy's boat came alongside, and took away the master and mate, but did not take possession of the vessel, apprehending they could not carry her into a French port, on account of the loss of her masts. Soon afterwards she was brought into Portsmouth by one of his Majesty's ships. The court was of opinion she was a *derelict*, and accordingly decreed a moiety of the value of the property, as a remuneration.

La Vidia del Carmen, De Salos, master. This Spanish vessel was captured on a voyage from Monte Video to Cadiz. The vessel and cargo had already been restored, with costs and damages; and this question was a charge of plunder on the part of the captors. The court was of opinion that the charge was fully supported, and pronounced the captors liable to the extent of the plunder alleged in the Spanish captain's affidavit, and also the costs of this application.

Fortuna, Douse, master. In this case the property had been pronounced to be Kniphausen; and the question before the court was, whether it should be condemned to the crown or the captors, which was determined in favour of the captors.

COCKPIT, WHITEHALL.

APRIL 15.

Aidar, Coffin, master. This American ship, laden with sugar and coffee, bound to Amsterdam, was captured on the 1st of September, 1805, by the Polecat privateer, and carried to Dover. This appeal was lodged against the sentence of the Admiralty Court, condemning two-thirds of the cargo; which sentence their lordships affirmed.

Die Drie Freunde, Woegeus, master. This ship, under Danish colours, laden with cotton, cocoa-nuts, &c. bound from Lisbon to Antwerp, was captured by the Hero privateer, and taken to Plymouth. This appeal was presented on behalf of the captors, from the sentence of restitution of 393 bales of cotton; which their lordships reversed, and condemned the same to the crown.

JULY 18. Before the Most Noble and Right Hon. the Lords Commissioners of Appeals in Prize Causes.

Nordstern, Samsing master. This ship, laden with wine, brandy, &c. destined from Cadiz to Vera Cruz, though ostensibly to St. Thomas's, was captured by the Emerald frigate, and carried to Gibraltar, where the ship was restored, and the cargo condemned. The present question was a claim of joint capture, on the part of the fleet under Sir John Ord, stationed off

Cadiz for the purpose of blockading that port, and, as alleged, with which the Emerald was co-operating at the time of the capture. Their lordships were of opinion, that the fleet were not entitled to have share, and therefore pronounced for the interest of the Emerald, and also the Thalia, she being in company when the capture took place.

The Hope, Dobell master. This vessel was under American colours, and the question was respecting two claims for a certain quantity of sugar. Their lordships restored the same.

Buonaparte remains at Venna; and it is reported, that the armistice between the French and the Austrians has been broken. Prince John of Lichtenstein has succeeded the Archduke Charles in the command of the Austrian army.

The British arms have again been triumphant in Spain. Sir Arthur Wellesley achieved a brilliant victory at Talavera, on the 27th and 28th of July; for which he has been elevated to the peerage, by the title of Baron Douro and Viscount Wellington.

We learn by the Rattler, just arrived at Portsmouth from Newfoundland, that the Antelope, Captain M'Leod, with Vice-admiral Holloway, arrived there the 18th of July, after a very pleasant passage. The worthy admiral landed on the 20th, to resume his government, and was received by all the military and civil magistrates. It appears that the severity of the last winter has destroyed all the cattle and sheep, not only at Newfoundland, but in other parts of America. The greatest scarcity prevails at St. John's. The contractors for the army and navy have offered to pay their fines, if government do not assist them, in consequence of this unforeseen severity of the winter, which was never so before, at least not within 70 or 80 years past. Beef, of the poorest quality, was selling from 16 to 18d. per pound; and many of the most respectable inhabitants had not tasted any for months together. Bread has been very high, but is now falling to its old price. His excellency Governor Holloway has applied to the Secretary of State, for leave to trade for cattle and corn to the Western islands. Lieutenant Sprott, of the Herring schooner, has returned to St. John's, after a second unsuccessful attempt to find some of the native Indians of Newfoundland. Vice-admiral Sir Isaac Coffin, Bart. accompanies Admiral Holloway, when he returns to England. He has finished his tour of America.

A serious affair, attended with much bloodshed, lately took place on board the York man of war, off Walcheren. The prisoners on board, to the number of seven hundred, suddenly rose on the centinels, and seized the arms, when the crew being much weakened by detachments on shore, were nearly overpowered, so much so, that the enemy had got possession of the quarter-deck, poop, and forecastle. The British, however, rallied, and, after a severe conflict, drove them below, but not until twelve men belonging to the York were killed, and many wounded, and a much greater loss on the part of the prisoners in their desperate attempt. It is said upwards of 3,000 of the innocent inhabitants of Flushing have perished from the obstinate defence of its French governor.

The following is given as the present price of provisions at Flushing:—fowls, 6d. each; butter, 4d. per lb; cheese, 2d. per lb; Hollands, 2s. 6d. per gallon; a pig, weighing 250lb. 1l. 1s. English; a fat sheep, 3s.

Promotions and Appointments.

Admirals and Captains promoted and appointed.

F. Newcombe, of the Beagle, is made a post captain; J. Joyce, of the Redpole, W. Godfrey, of the Ætna bomb, and James Caulfield, of the Thunder bomb, are also promoted to the rank of post captains; Lieuts. Carpenter, Muston, and Hockings, of the Caledonia, are made commanders; as are also Lieutenants Alexander, Nixon, West, and Coxeley, promoted to the same rank; A. R. Kerr, of the Ganymede, to the Unicorn; and G. P. Monke to the Driver, *vice* Claridge; Lord Gambier has struck his flag as commander-in-chief of the Channel fleet; Sir John T. Duckworth has also struck his flag from on board the St. Josef; as has Sir W. Sidney Smith, on his return from the Brazils; Major Vinnicombe, of the royal marines, is promoted to the rank of lieutenant-colonel, in consequence of the retirement of Colonel Anderson, commandant of the 1st, or Chatham division of royal marines; Colonel Bell, second commandant at Woolwich, succeeds Colonel Anderson, at Chatham; Captain Abernethy is promoted to the rank of major, *vice* Vinnicombe; Peter Puget, R.N. is appointed captain of the ports of Flushing, and commissioner for the naval and victualling departments; Sir Rupert George, first commissioner of the Transport-board, is created a baronet of the United Kingdom; Charles Napier is appointed to the Jason; Lord Viscount Neville is appointed to the Acteon; Lieutenant John Johnstone, 1st lieutenant of the Imperieuse, is promoted to the rank of commander; Paul Lawless to the Ætna bomb, *vice* Godfrey, promoted; T. Woolridge to the Rainbow; Sir Home Popham to the Venerabe; George Hewson to the Flêche; A. Atchison to the Espiegle; Lieutenant G. B. Allen, from the Caledonia, to be a commander.

Lieutenants, &c. appointed, &c.

Mr. Sparshott, signal mate of the Caledonia, is promoted to the rank of lieutenant; Mr. Hillyar, purser of the Caledonia, is appointed clerk of the check of the victualling department at Chatham; Edward Ellers to the Magnet; W. C. Edwards to the Mars; John L. Meik to the Eagle; Henry Ready to the Flêche; William Archbold to the Princess; Thomas A. Edwards to the Pandora; James Pearl to the Harpy; H. B. Wyatt to the Magnet; John Mackenzie (1) to the Courageux; John Clark to the Adamant; William Hall to the Ganges; Richard Augustus Yeates to the Audacious; Thomas England to the Venerable; Charles Anthony to the Harpy; Edward Donavan to the Osprey; James W. Baker to the Zephyr; Sir John C. Sinclair to the Blake; A. B. W. Lord to command the Flamer gun-brig; Theobold Jones to the Warspite; Daniel Roberts to the Phœnix; P. Whinfield to the Trompeuse; John W. Andrew to the Ajax; Thomas Mullins to ditto; Meth. Wills to the Vulture; Thomas Colby to the Cadmus; George Pedlar to the Dreadnought; Charles Cobb to the Ganges; Thomas Jager to the Agincourt; B. Molesworth to the Dauntless; John Waterman to ditto; William Baker to the Unicorn; Charles H. Bowen to the Jasper; Mr. Fairfax, late master of the Channel fleet, to be master-attendant to his Majesty's dock-yard at Halifax.

Midshipmen passed for Lieutenants the first Wednesday in the month.

Henry John Servant, Patrick Finucane, Edward Dillon, George Sloan Henry W. Rawlinson, James Stirling, Loftus Lowcay, and John Green.

Surgeons appointed.

W. B. Smith to the Trusty H. S.; Richard Hallahan to the Jalouse sloop; Ebenezer Nicholson to the St. Antonio prison-ship; R. C. Swann to the Demerary; Jacob Farrington to the Scipion; Robert Melville to the Braave prison ship; Robert Cupples to the Powerful; James Smith to the Castilian; William Gray to the Narcissus; Isaac Gorrell to the Rhin; Ebenezer Walker to the Zephyr sloop; Thomas Davis to the Recruit; John Thomson to the Veteran prison-ship; William Hillman to the Inconstant; Jonathan Green to the Jasper; James Corbett to the Aboukir; William Donaldson to the Desirée, John Marpole to the Alaart.

Mr. Stephen Happer, dispenser of the Sussex hospital-ship at Sheerness, is appointed to be dispenser of the naval hospital at Madras.

Assistant Surgeons appointed.

David Williams to the Trusty P. H. S. Thomas Hooper to the Vengeance prison-ship; James Farrell to the Eliza and Jane tender; William Dwyer to the Malabar; John Whitmarsh to be mate at Haslar hospital; John M. Fornau to ditto at Deal; H. P. Burke to the Violet lugger; A. Patrickson to the Cormorant; John Mansford to be an hospital mate at Plymouth hospital; William Whittaker to the Surveillante; James Rae to the Narcissus; Samuel Jones to be assistant-surgeon and dispenser of the Sussex hospital ship; C. O'Brien to the Caledonia; H. W. Keele to ditto; G. Johnstone to the Exertion; Thomas Hamilton to be an hospital mate at Haslar; Samuel Morrison to ditto; George Brian to the Milford; Henry Edmunds to the Winchelsea; William Rogers to be an hospital mate at Mill prison; Henry Ryan to the Defender gun-brig; George Hogan to be an hospital mate at Plymouth hospital.

BIRTHS.

On the 25th of July, at Admiral Patton's, her father's, house at Fareham, Mrs. Wentworth Loring, of a daughter.

On the 27th of July, at Chatham, the lady of Captain Joseph Bingham, R. N. of a daughter.

On the 3d of August, at the apartments of Lieutenant Joseph Dewsnap, of the royal hospital at Greenwich, Mrs. Dewsnap, of a daughter.

On the 9th of August, at Chelsea, the lady of Captain H. M. Ommanney, R. N. of a son.

On the 14th of August, at his house at Willey, near Farnham, the lady of Captain J. A. Ommanney, R. N. of a daughter.

MARRIAGES.

On the 25th of July, at Chiswick, George Booth, Esq. purser of his Majesty's ship Caledonia, to Miss Ayscough, of Southampton, and sister to Captain Ayscough, of his Majesty's ship Success.

On the 23d of August was married, at Stoke church, by the Rev. Mr. J. Hawker, Captain Baynton, of his Majesty's ship Milford, to Miss Mayhew.

The Hon. and Rev. George Bridgeman to the Hon. Miss Poyntz, sister to the Hon. Captain Courtney Boyle, R. N. and the Countess of Cork and Orrery.

Captain John Bligh, of his Majesty's ship the Valiant, to Miss Cecilia Moultrie, youngest daughter of the late Governor Moultrie.

Lately, at St. John's, Newfoundland, Richard Henry Muddle, Esq. commander of his Majesty's sloop Comet, to Miss Coote, niece of Thomas Coote, Esq. chief magistrate of St. John's, Newfoundland.

OBITUARY.

On the 27th of July, Lieutenant-colonel John Ross, fourth son of the late Vice-admiral Sir John Lockhart Ross, of Balnagown, Bart. famed for his exploits while commanding the Tartar frigate. Colonel Ross fell gloriously at the head of the grenadier company of the 2d, or Coldstream regiment of Guards, in the memorable battle of Talavera, in Spain. He was an officer of the most promising talents and excellent character. His death is universally lamented by all his brother officers, and by numerous friends.

Lately, in India, Lieutenant Lucas, of the Dedaigneuse, in the China seas.

Aged 22, in the battle of Talavera, the Hon. Metheuin Edward Irby, of the 3d Guards, sixth son of Lord Boston, and brother to the Hon. Captain F. W. Irby, of the royal navy.

At Walderslare house, the Right Hon. Lord Henry Stuart, son of the Marquis of Bute, and brother of Captain Lord William Stuart, of the Lavinia, and Captain Lord George Stuart, of l'Aimable.

Lieutenant Rennie, of the Marlborough, killed at Flushing, in one of the gun-boats which was investing that fortress.

On the coast of Africa, Captain Frederick Parker, of his Majesty's ship Derwent.

Mr. M'Millan, surgeon of the Aboukir, off Walcheren, put a period to his existence with a musket ball.

In the attack of the Russian flotilla, in the Gulph of Finland, Lieutenant Stirling, of the Prometheus fire-ship.

In the same attack, Lieutenant Hawkey fell most gloriously. He was the commanding officer in the boats.

On board the Glatton, on his passage from Malta, Lieutenant J. Coffin, of the royal navy.

In the East Indies, by the explosion of some cartridges, in the stern sheets of a boat of the Fox frigate, which was proceeding to attack some vessels in shore, Lieutenant Richard Lewis, of the royal marines, second son of Lieutenant-colonel Lewis, second commandant of the Chatham division of that corps.

On the 7th of July, Mr. William Barclay Mountney, of the Melpomene frigate, nephew of the late Captain Sir James, of the royal navy, and of the present Sir Richard Barclay, Bart. He lost his life in the recent gallant action with the Russian flotilla, in the Baltic. He was a most promising young officer, and his loss is deeply regretted by his family and friends.

On the 2d of August, at Priestland, near Lymington, John Peyton, Esq. Rear-admiral of the Red.

Lately, at Deal, Mr. R. Dyer, purser of his Majesty's ship Royal Oak, in the Scheldt.

THE Rt HONBLE THE EARL OF

MOUNT EDGCUMBE,

Admiral of the White Squadron.

Published Sept.r 30. 1790 by J. Gold. N.o 3. Shoe Lane London.

MEMOIR OF THE PUBLIC SERVICES

OF THE LATE

RIGHT HON. GEORGE EDGCUMBE,

EARL OF MOUNT EDGCUMBE,

ADMIRAL OF THE WHITE SQUADRON.

" To 'waken mem'ry o'er the silent tomb."——ANON.

THE Edgcumbe family, which is of great antiquity in Devonshire, derives its name from the beautiful manor of Edgcumbe, situated in that county.*

George, Earl of Mount Edgcumbe, the subject of this memoir, was the second son of Richard, who was created Baron of Mount Edgcumbe, by George the IId. on the 20th of April, 1742. Having made choice of a maritime life, he went to sea, when very young, as midshipman on board one of the ships stationed in the Mediterranean, under the orders of Admiral Haddock.† As early

* In the VIth Volume of the NAVAL CHRONICLE, page 33, will be found a view of Mount Edgcumbe, &c. taken from the Heights above Mutley.—It is related, that the Duke of Medina Sidonia, admiral of the Spanish armada, when sailing up the Channel, in 1588, was so delighted with the situation of Mount Edgcumbe, that he marked it for himself, in the intended partition of the kingdom.

† Admiral Nicholas Haddock, the gentleman here mentioned, was the third, and youngest son of Sir Richard Haddock, Knt. a distinguished naval officer in the time of Charles the IId.—In 1739, 1740, and 1741, in consequence of the insulting conduct of the Spaniards, he was employed in making reprisals, in which he was extremely successful, chiefly on the Spanish and Italian coasts. During the summer of 1741, he was occupied in blockading the port of Cadiz, to prevent the junction of the Spanish ships which were there with the Toulon squadron. In consequence, however, of his having been compelled, by tempestuous weather, to put into Gibraltar to refit, the French and Spaniards effected a junction, off Malaga, at the latter end of November. Early in December, Admiral Haddock descried the combined squadrons, which were drawn up in a regular line to receive him; but the French admiral, De Court, sent a flag of truce to Admiral Haddock, informing him, "that as the Spaniards and French were then engaged in a joint expedition, he must obey his orders, and protect his master's allies." On this event, Admiral Haddock called a council of war, when it was unanimously decided, that the squadron should repair to

as the 19th of August, 1744, having passed through the subordinate ranks of lieutenant and commander, he was made post captain in the Kennington, of 20 guns; and, towards the end of the following year, he was promoted to the command of the Salisbury, of 50 guns, in which he remained till the conclusion of the war. On the 30th of January, 1747, while on a cruise, in the latitude of 47 deg. 47 min. 106 leagues to the westward of Scilly, he had the good fortune to fall in with, and capture, the Jason, a French East India ship, of 30 guns, and 180 men, bound from Port l'Orient to Pondicherry. Besides a cargo of stores and ammunition, the Jason had eight cases of silver on board, which materially enhanced her value to the captors. Captain Edgcumbe reached Plymouth, in safety, with his prize, on the 1st of March.

In the course of this year (1747) he was elected representative in Parliament for the boroughs of Plympton and Fowey; and, in November, when the Parliament met, he took his seat for the latter place.*

In 1751, Captain Edgcumbe commanded the Monmouth; in which he sailed to Gibraltar, as the senior officer of a small squadron of three ships of the line, ordered thither for the purpose of shifting a part of the garrison, and bringing away the regiments of Wolfe and Skelton, which had been long stationed there.—

Mahon, and wait for the reinforcement which was expected from England, under Commodore Lestock. The enemy, however, repaired to Barcelona. On the arrival of the commodore, all possible despatch was used, in getting ready for sea; but, before the fleet could sail, Admiral Haddock was attacked by a severe indisposition, which compelled him to resign the command to Mr. Lestock, and to return to England, where he arrived on the 26th of May. His malady was an extreme dejection of spirits, occasioned, as was supposed, by chagrin and disappointment, at not having been able to strike some signal blow, which might have led to the termination of the war. He never afterwards hoisted his flag; but, having been successively promoted from the rank of vice-admiral of the blue, which he then held, to that of admiral of the blue, he died, universally lamented, on the 26th of September, 1746, in the 60th year of his age.

* Captain Edgcumbe was re-elected for the borough of Fowey, at the general election in 1754; and, again, in 1761; but, in consequence of the death of his elder brother, who died unmarried, on the 10th of May, in that year, he became a peer of Great Britain, before the meeting of Parliament. His father had died on the 22d of November, 1758.

He returned to Spithead on the 3d of August in the same year, after a passage of twenty-two days.

In 1752, he was removed into the Deptford, of 60 guns, a ship then newly launched; and was soon afterwards appointed commodore of a small squadron, despatched to cruise in the Mediterranean; a service which, in consequence of the peace which at that time subsisted amongst the European powers, proved extremely uninteresting.

Captain Edgcumbe remained in the Mediterranean, almost without interruption, till the year 1756, when the tranquility of that part of the world was suddenly terminated, by a formidable attack and invasion of the island of Minorca, by the French.

The warlike preparations of France had, for some time, excited suspicion in the British government. At the end of January, a considerable fleet sailed from Portsmouth, to cruise in the Channel; and, early in March, Admiral Byng was appointed to the command of a fleet, destined for the Mediterranean. He reached Gibraltar Bay on the 2d of May, and was joined by the following squadron, then under the command of Captain Edgcumbe:—

Ships.	*Guns.*	*Commanders.*
Princess Louisa	60	Captain the Hon. G. Edgcumbe.
Portland	50	—— Patrick Baird.
Deptford	50	—— J. Amherst.
Chesterfield	40	—— J. Lloyd.
Dolphin	20	—— B. Marlow.
Phœnix	20	—— Hon. A. Harvey.
Experiment	20	—— J. Gilchrist.
Fortune sloop	14	—— J. Maplesden.

From Captain Edgcumbe, Admiral Byng obtained the information, that M. de Richelieu, with a large body of French troops, had landed on the island of Minorca, and that the Toulon fleet was at sea.* Captain Edgcumbe, with the whole of his squadron,

* The English took the island of Minorca from the Spaniards, in 1708, and kept it till the time here stated (1756); when, after a very brave resistance, under General Blakeney, they surrendered it to the French, who had invested Fort St. Philip, with an army of 15,000 men, well provided with all military stores, &c.

A view of Port Mahon, the finest harbour of Minorca, and indeed in all the Mediterranean, engraved by Medland, from a drawing by Pocock, accompanied by an accurate descriptive account, will be found in the IId Volume of the Naval Chronicle, page 125.

was in the harbour of Mahon, at the time the French fleet first made its appearance off Minorca; and, had such been the object of the enemy, he might have been easily, and effectually blocked up there, and subjected to the fate of the island. M. Gallissioniere, and the Duke de Richlieu, however, not seeming to extend their views beyond the conquest of the island, the passage was left open for the British ships; and, on the 20th and 21st of April, Captain Edgcumbe's squadron sailed for Gibraltar; where, as has been already seen, it had anchored in safety, prior to the arrival of Admiral Byng. On his junction with that officer, Captain Edgcumbe removed into the Lancaster, of 66 guns.

Admiral Byng had resolved, if possible, to relieve the garrison at Fort St. Philip; but it was not until the 8th of May that he sailed from Gibraltar; and, having been greatly retarded on his passage, by contrary winds and calms, he was unable to make the island of Minorca before the 18th. On the following day, he sent Captain Hervey, in the Phœnix, with the Chesterfield and Dolphin, to reconnoitre the harbour of Mahon; and with orders, if he should find it practicable, to deliver a letter to General Blakeney, announcing the force which he had with him, and expressive of his wishes to relieve the garrison. When the frigates had arrived within a league of the harbour, Captain Hervey made the private signals to the fort; but, unfortunately, they were not answered; and, as the French fleet appeared at that time in the south-east, the admiral recalled the frigates, and made the signal for a general chase. At 2 P.M. he made the signal to form the line-of-battle a-head; but, about that time, the wind died away; and, as there was no prospect of being able to bring the enemy to action that night, he embraced the opportunity to strengthen such ships as were weakly manned, by detachments from the frigates. On the morning of the 20th, the weather was so extremely hazy, that the French fleet could not be seen; but towards noon it cleared up, and they were descried again in the south-east quarter. About two P.M. both fleets had formed in line-of-battle, as follows:—*

* The lists here given also shew the number of men, and the number of killed and wounded, in each ship.

BRITISH.

The Kingston to lead with the starboard, and Defiance with the larboard tacks on board.

Rates.	Ships.	Guns.	Men.	Commanders.	Divisions.	Killed.	Wounded.
4th.	Kingston	60	400	Capt. W. Parry	Hon. J. Byng, Admiral and Commander-in-chief.	0	0
	* Deptford	50	300	—— J. Amherst		0	0
3d.	Culloden	74	600	—— H. Ward		0	0
2d.	Ramillies	90	750	Hon. John Byng, admiral of the blue. Capt. A. Gardiner			
3d.	Trident	64	500	—— Ph. Durell		0	0
4th.	Princess Louisa	60	400	—— Hon. T. Noel		4	13
3d.	Revenge	64	500	—— F. Cornwall		0	0
	Intrepid	64	500	—— J. Young	T. West, Esq. Rear-admiral of the Red.	9	39
	Captain	64	500	—— Charles Catford		6	30
	Buckingham	68	535	Rear admiral West Capt. M. Everitt		3	7
	Lancaster	66	520	—— Hon. G. Edgcumbe		1	14
4th.	Portland	50	300	—— P. Baird		6	20
	Defiance	60	400	—— T. Andrews		14	45
	Total	834	6205			43	168

FRIGATES, WITH THEIR COMMANDERS,

To repeat in Admiral Byng's Division.

Ships.	Guns.	Men.	Commanders.
Chesterfield	40	250	Captain J. Lloyd
Phœnix	20	160	—— Hon. A. Hervey.
Fortune	14	100	—— James Maplesden

Rear-admiral West's to repeat Signals.

Experiment	20	160	Captain James Gilchrist
Dolphin	20	160	—— B. Marlow
Total	114	830	

	Ships.	Guns.	Men.
Of the line	13	834	6205
Frigates	5	114	830
Total force	18	948	7935

FRENCH.

Ships.	Guns.	Men.	Commanders.	Killed.	Wounded.
Foudroyant	84	950	M. de Gallissioniere, Lt. General Capt. M. de L'Aiguille	2	10
Couronne	74	800	M. de la Clue, Chef D'Escadre Capt. M. de Gabanous	0	3
Le Redoubtable	74	800	M. de Glendeves, Chef D'Escadre Capt. M. de Marconville	12	39
Le Guerrier	74	800	—— M. Villar de la Brosse	0	43
Le Temeraire	74	800	—— M. de Beaumont de Mahe	0	15
Le Kiton	64	600	—— M. de Mercier	8	14
Le Lion	64	600	—— M. de St. Aignan	2	17
Le Content	64	600	—— M. de Salien Grammont	5	19
Le Sage	64	600	—— M. de Revest	0	8
Le Orphée	64	600	—— M. de Raimondis	10	9
Le Fier	50	550	—— M. de Hervillee	0	4
L'Hippotome	50	550	—— M. de Rochmere	2	10
Total	800	8250		41	181

* Not in the line until ordered to take the Intrepid's place.

FRIGATES.

Ships.	*Guns.*	*Men.*	*Commanders.*
La Junon - - -	46	300	M. de Beaussier
La Rose - - - -	32	250	M. de Costobelle
La Gracieuse - -	42	250	M. de Marquisson
La Topaze - - -	28	250	M. de Carne Montelete
La Nymphe -	28	250	M. de Callian
	966	9550	

At the time above-mentioned, the British admiral, having the advantage, made signals to bear away two points, and to engage the enemy. Admiral West, who commanded the van, being at too great a distance to comply with both those signals, so readily as he wished, bore up with his division seven points. He very soon closed with the enemy, and commenced the engagement with great bravery, forcing one of their ships to quit the line. Early in the action, the Intrepid's fore-top-mast was unfortunately shot away; a circumstance which threw the ships astern of her into some confusion, as it occasioned a great space between the van and rear of the British fleet, and exposed Rear-admiral West's division to the fire of nearly the whole of the French line. For some time, the smoke prevented Admiral Byng from perceiving the situation of his van; but no sooner was he apprised of it, than he ordered the Deptford, as appears from the above statement, to take the place of the Intrepid, and made sail to close and support the rear-admiral. Before he could accomplish that object, however, M. de Gallissioniere had become tired of the contest; and, at six o'clock, he bore away with his whole fleet. The French ships were all clean, and better sailers than the English; consequently, all the efforts of the British admiral to renew the action, were baffled.

It has been seen, that, in this indecisive rencontre, the Lancaster, Captain Edgcumbe's ship, had one of her crew killed, and 14 wounded. The total loss of the respective combatants was nearly equal: the French had 41 killed, and 181 wounded; the English, 43 killed, and 168 wounded. Captain Andrews, of the Defiance, was amongst the slain; and Captain Noel, of the Princess Louisa, was mortally wounded.

From the crippled state of his ships, Admiral Byng found it necessary, the day after the engagement, to assemble a council of war, on board the Ramillies, to determine on the plan to be

adopted for the future operations of the fleet. The result of this council was, that the admiral steered for Gibraltar, where he arrived on the 19th of June, and was reinforced by four sail of the line and a 50 gun-ship, from England, under the orders of Commodore Brodrick. He made every exertion for putting to sea again as early as possible; but, on the 3d of July, the Antelope arrived from England, having on board Admiral Sir Edward Hawke,* Rear-admiral Saunders, and several naval captains, with orders to supersede the Admirals Byng and West, and certain captains who were directed by the Admiralty to return home.†—

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* *Vide* Naval Chronicle, Vol. VII. page 458.

† Admiral Byng left Gibraltar, in the Antelope, on the 9th of July; on the 26th of the same month he arrived at Spithead, where he was immediately put under arrest, by Admiral Osborne; on the 19th of August, he was landed at Portsmouth, and conveyed to Greenwich, under a strong guard; and he remained a close prisoner in the hospital there, till the 23d of December, when he was conducted to Portsmouth to take his trial. A court martial, to enquire into his conduct, assembled on board the St. George, on the 26th of December, and continued to sit till the 27th of January, 1757; when, on summing up the evidence, it appeared to the Court, that Admiral Byng had fallen under the following clause of the 12th article of war:—"or shall not do his utmost to take or destroy every ship which it shall be his duty to engage; and assist and relieve all and every of his Majesty's ships which it shall be his duty to assist and relieve."—As this article left no discretionary power to the Court, Admiral Byng was sentenced to be shot; and, though great efforts were made for the preservation of his life, the sentence was carried into execution, on board the Monarch, on the 14th of March, 1757.—Some interesting particulars, relating to the trial, will be found in the IIId Volume of the Naval Chronicle, page 431, *et seq.* The justice of the sentence has frequently been questioned; and the public opinion on the subject has been, we believe, correctly expressed by Dr. Watkins, in his *Biographical Dictionary*:—"Not proving successful, he fell into disgrace; the clamours of the nation were excessive, and the ministry thought proper to sacrifice him as a victim to appease the public mind." It is certain, that Admiral Byng himself enjoyed a consciousness of rectitude: even at the moment of his condemnation, he had made every preparation to leave Portsmouth with that degree of triumph, which a man might be supposed to display, when delivered honourably from the malice and vengeance of his enemies. "There appears," says Charnock, "to have been something worse than a natural and ordinary fatality in the whole arrangement of the business; misfortune seems to have been courted; and, from the conduct of all who were concerned in the management of affairs, foreigners might not unnaturally be

Sir Edward Hawke was very soon enabled to put to sea; but, when he arrived off Minorca, he found that that island had surrendered on the 18th of June; and, as the French fleet had retired to Toulon, his attention was chiefly occupied by distressing the trade of the enemy and protecting our own.

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induced to conclude, from an impartial view of the whole transaction, that it was actually predetermined Minorca should be suffered to fall into the hands of the French, by way of employing so considerable an armament; and that any check given to it, as it might probably have transferred the tempest to some more vital part, would on that account, have been considered as a serious disappointment. Mr. Byng was an officer by no means popular; he was a very strict disciplinarian; and though we most seriously believe him to have been by no means deficient in personal spirit, and that intrepidity so necessary to form a great commander, yet, it having been his misfortune never to have met with any of those brilliant opportunities of distinguishing himself which would have established his fame far beyond the power and malice of his enemies, he did not possess that love, that enthusiastic respect and popular kind of adoration, which are at times indispensibly necessary to enable the best commanders to surmount the difficulties attendant on their situation. His force was, perhaps, in point of common prudence, never equal to the service on which he was sent: it consisted only of ten ships of the line, some of them in a very ill condition for sea, and all of them indifferently manned. He was even refused a repeating frigate, though he failed not to make the strongest representations and solicitations on that head. This conduct was more glaringly reprehensible, because, at the very time Mr. Byng sailed, there were, exclusive of his squadron, seventeen ships of the line, and thirteen frigates ready for sea, besides eleven sail of the line, and nineteen frigates nearly equipped. It could not be urged that it would have been improper to have sent, at least such a part of the above fleet with him, as would have given him a decided superiority, for it was well known that the whole French naval force to the westward of the Streights, consisted of not more than eleven ships of the line, these too, miserably deficient in their complement of men, and destitute of almost every article necessary to their equipment."— "Ministers, indeed, could not, perhaps, have made a worse choice than they did in appointing Mr. Byng to his last command. It ended in the destruction of his own fame and life, and tended, at least in the minds of all impartial men, to excite the highest indignation against those who had first appointed, and afterwards despatched him on a service, which certainly not his force, nor it may be his abilities, were competent to the execution of. As a commander he was, as has been already observed, far from being popular. He was austere, rigid, almost to a degree of undue oppression, and proud even beyond comparison; destitute, by nature, of those conciliating qualities which create love and esteem, fortune had, on her part, denied him the means of acquiring admiration and popularity, by withhold-

Captain Edgcumbe remained with Sir Edward Hawke, thus employed, till the close of the year, when he returned with him to England.—During a part of the ensuing summer, he was occupied on a cruise in company with the Dunkirk, which was under his orders; and, in this service, he captured two stout private ships of war; one called the Compte de Grammont, carrying 36 guns and 370 men; the other, le Nouveau Saxon, of 16 guns and 150 men; together with a schooner from Bourdeaux, bound to Quebec, laden with wine and brandy.

Remaining in the Lancaster, Captain Edgcumbe went out with Admiral Boscawen to America, at the beginning of the year 1758;* and, returning to England in the course of the summer, with the despatches announcing the surrender of Louisbourg, he received the customary compliment of 500l. from the King. Soon afterwards, he was appointed captain of the Hero, of 74 guns, one of the Channel fleet while commanded by Sir Edward Hawke, in 1759; and, consequently, he had the honour of sharing in the defeat of the French, off Belleisle, in the winter of that year.†

Captain Edgcumbe remained in the Hero, till his advancement to the rank of rear-admiral of the blue squadron, which took place on the 21st of October, 1762. Previously to that event, however, as has been already stated, by the death of his elder brother, on the 10th of May, 1761, he became a Peer of Great Britain. On the 18th of June, in that year, he took the oaths, as Lord Lieutenant of the County of Cornwall; and, in June, 1762, he resigned the office of clerk of the council of the Duchy of Lancaster, which he had for some time enjoyed.

In the year 1766, Lord Edgcumbe was appointed port admiral

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ing from him all opportunities of creating to himself either. Though we cannot by any means acquiesce in what his enemies most indecently, violently, and untimely, insisted on, that he was deficient in personal activity of mind, or what in plainer terms is called courage, yet we cannot but fairly confess, we do not imagine him to have possessed that ardent spirit of enterprise which might have enabled him to surmount the several difficulties that unfortunately surrounded him; the evidence adduced against him on his trial, fully confirms and strengthens us in this opinion."

* *Vide* Naval Chronicle, Vol. VII. page 202.

† The official details of this action appear in the VIIth Volume of the Naval Chronicle, page 462, *et seq.*

at Plymouth; a station which he filled for a longer period than is usual, as he did not resign it till the latter end of 1770. Eight years having elapsed since he had received his flag, he was, on the 24th of October, 1770, promoted to the rank of vice-admiral of the blue squadron; and on the 25th of June, 1773, he was made vice-admiral of the white; having just before been invested with the temporary command of a division of the fleet which, at that time, was reviewed by his Majesty at Spithead.*

* A newspaper, of the period here mentioned, contained the following paragraph, under the date of Portsmouth, June 25:—"About ten o'clock his Majesty went, in the usual state, on board the Barfleur, and then into the Charlotte yacht, when a signal of one gun was given for Vice-admiral Lord Edgcumbe's squadron of the blue to get under weigh; which being complied with, the different salutes passed between the two fleets, and Lord Edgcumbe's immediately convoyed the royal yacht to St. Helen's, where they all brought to. Here his Majesty dined on board the yacht, and promoted Vice-admiral Lord Edgcumbe, of the blue, to be vice-admiral of the white, who kissed hands on the occasion, and hoisted the St. George's flag at the foretop."—The fleet, at this time, consisted of 20 sail of the line, two frigates, and three sloops. The ships were moored in two lines abreast, under the command of Vice-admiral Pye, Vice-admiral Lord Edgcumbe, and Rear-admiral Spry. When his Majesty entered Portsmouth, he was saluted with 232 pieces of cannon. A levee was immediately held at the governor's house; after which his Majesty proceeded to the dock-yard, whence he embarked on board a barge prepared for his reception. The barges of the Boards of Admiralty and Navy attended, bearing the flags of their respective offices; followed by the admirals and captains of the fleet, according to seniority, with their flags and pendants. As soon as the royal standard was observed by the ships at Spithead, they manned their yards and saluted with 21 guns each. His Majesty was received on the quarter-deck of the Barfleur by the Board of Admiralty. The side was manned by the lieutenants of the ship, and Captain Vernon, her commander, stood on the gangway. The standard was immediately displayed at the Barfleur's main-top-gallant-mast head, the Admiralty flag at the fore, and the union at the mizen: the fleet again saluting with 21 guns each. His Majesty visited every part of the ship; and, before he went on shore, he conferred the honour of knighthood on Vice-admiral Pye, (whom he also promoted to the rank of admiral of the blue) Rear-admiral Spry, Captain Joseph Knight, the senior captain of the fleet; Captain Edward Vernon, of the Barfleur, and Captain Richard Bickerton, of the Augusta yacht, who attended on his Majesty, and steered his barge. Hugh Palliser, Esq. comptroller of the navy, and Richard Hughes, Esq. commissioner of the dock-yard, were created baronets. The captains of the sloops of war were ordered to be promoted to the rank of post cap-

Lord Edgcumbe resigned his command almost immediately after the review of the fleet; prior to which, however, he had the honour, in common with the other flag officers, and the captains belonging to the respective squadrons, to receive his Majesty's thanks for the great attention which had been shown during the royal visit.

In the month of July following, Lord Edgcumbe attended Lord North, on his installation as chancellor of the university of Oxford; on which occasion he was presented with the honorary degree of doctor of laws.

As a naval officer, the only farther mention that we find of his lordship is, that on the 3d of February, 1776, he was made vice-admiral of the red; on the 29th of January, 1778, admiral of the blue; and on the 8th of April, 1782, admiral of the white.

His honours and civil appointments appear to have kept pace with his promotions as an officer. In 1765, he was nominated a member of the privy council, and appointed treasurer of the household; an appointment which he resigned in the following year. In 1771, he was made one of the joint vice-treasurers of Ireland; but that appointment he also resigned in 1773, on being made captain of the band of gentlemen pensioners; a post which he continued to fill, till the general change of administration, in 1782. From that period, till February, 1784, he enjoyed no public office: he was then, the second time, appointed one of the vice-treasurers of Ireland, the duties of which he performed during the remaining eleven years of his life.

We have yet to observe, that on the 5th of March, 1781, his lordship was created a Viscount of Great Britain, by the title of Viscount Mount Edgcumbe and Valletort; an honour which is understood to have been conferred on him, for his voluntary and gratuitous sacrifice of several of the plantations at his beautiful

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tains; the first lieutenants of the flag-ships, and the lieutenants of the cutters, and the lieutenant of the Augusta yacht, to be masters and commanders; and two midshipmen from each of the above ships to be lieutenants. His Majesty ordered 1,500l. to be distributed among the artificers, workmen, and labourers of the dock-yard, victualling-office, and gun-wharf; to the crews of the Barfleur, Augusta yacht, and his barge, he presented 350l. for the poor of Portsea and Gosport, he left 250l. and he relieved the prisoners confined for debt in Portsmouth goal.

seat, near Plymouth; it having been given, as the opinion of military men, that their destruction was absolutely necessary, for the safety and defence of that important fortress, in case of any hostile attack. On the 31st of August, 1789, his lordship experienced another gradation of rank, in being elevated to the dignity of Earl of Mount Edgcumbe; a title which his Majesty bestowed on him, in consideration of the attention which he had received from his lordship, during a visit and excursion of some continuance, in that part of the country where he resided.

Lord Mount Edgcumbe died, much regretted, on the 4th of February, 1795.

HERALDIC PARTICULARS.

"This family," says Collins, "denominated from the manor of Eggecombe, Eggecomb, and Egecomb (as it has been variously written in former records) in the parish of Cheriton Fitz-Pain, near Crediton, has been of great antiquity in Devonshire, and in that church is Edgecomb's aisle, adorned with divers coats of arms belonging to the family: but in the reign of King Edward IIId. William de Eggecomb taking to wife Hillaria, daughter and heir of William de Cotehele, of Cotehele, in the county of Cornwall, chiefly resided there. It is now wrote Cuttail, and is separated from Devonshire only by the breadth of the river Tamar. In 1378 the said William de Eggecomb, writing himself of Cotehele, in Cornwall, granted lands in Middleton to the convent of Tavistock, in Devonshire. He died 1380, and left issue, by her, William Edgecomb, Esq. who married the daughter and heir of ——— Denset. He had a grant in 6 Henry V. with Royal Hethe, of the custody of the lead mines, with the silver ore therein, which were in Devonshire. He left issue, Peter Edgecombe, Esq. who, in 12 Hen. VI. was returned amongst the chief of the county of Devon, who made oath for themselves, and retainers, to observe the laws then existing, from which Peter Edgecombe this family is lineally descended."

Richard, the father of George Earl of Mount Edgcumbe, the subject of the preceding memoir, married Matilda, daughter of Sir Henry Furnese, Bart. by whom he had issue, Richard, who died unmarried, in 1761; and George, who succeeded him, and who, on the 6th of August, 1761, married Emma, the only daughter and heir of Dr. John Gilbert, Archbishop of York, by whom he had issue, Richard, the present Earl, and Henry, who died an infant.

Richard, the present Earl of Mount Edgcumbe, born September 14, 1764, married, February 21, 1789, Sophia, daughter of the late Earl of Buckinghamshire, by whom he has issue, Emma Sophia, born July 28, 1791; Caroline, born October 22, 1792; William, Viscount Valletort, born November 19, 1794; Ernest, born March 23, 1797; and a daughter, born June 26, 1800.

ARMS.—Gules on a bend ermines, cotised, or, three boars' heads couped, argent.

CREST.—On a wreath a boar passant, argent, gorged with a chaplet of oak leaves fructed, proper.

SUPPORTERS.—On each side a greyhound, argent, gutté de Poix, gorged with a collar, dovetailed, gules.

MOTTO.—*Au Playsire fort de Dieu.*

NAVAL ANECDOTES. COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

SPIRITED ENTERPRISE OF THE FYLLA'S CREW.

THE Fylla frigate sailed from Jamaica on the 3d of May, 1809, in company with the Diamond and convoy; but in consequence of running short of water was obliged to bear away for Havanna. In passing the island of Pines, the Fylla fell in with a French schooner privateer, which got up into a creek, where the Fylla could not follow her. The boats were manned and sent in; but the enemy having run their vessel on shore within a reef, concealed themselves, to the amount of one hundred men, among the rocks, whence they could fire and pick off the men of the boats' crews, without being seen, though fortunately only one midshipman was wounded. The Fylla's men resolved to abandon this unequal mode of warfare, and to try to come at the enemy on fairer terms. After the boats returned to the ship, the second lieutenant, followed by all the men, went aft to the captain, and volunteered to go in the night further down the coast of the island, and to land and march up to the enemy in the morning.—The captain assented, and at twelve o'clock that night, the second lieutenant, with sixty men, pushed off in the Fylla's boats, and those of an American schooner which was in company. They had a pull along the coast above ten miles before they could find a landing place, the shore was so completely bound with rocks. At length they found a sandy bay, which they entered. The officers, after reconnoitering a little, made out the enemy's position by a smoke, and after some consultation, resolved to proceed to attack them. They made four divisions of seamen, besides one of marines, commanded by the lieutenant of marines. The four divisions of seamen were commanded by the Fylla's second lieutenant, gunner, boatswain, and master's mate. The lieutenant then overhauled the cartridge-boxes. They were all right; but unfortunately there was no spare powder;—the ardour with which the service was undertaken having prevented a due attention to that object at the time of setting out on the expedition. A midshipman was immediately despatched with six men to tow all the boats

back to the ship, at that time eleven or twelve miles distant, and to bring back supplies of ammunition and provisions. This was done with all possible expedition, though the darkness of the night rendered it difficult for the officer in the boat to make the ship; but before the return of the boat, the party had become impatient and fearful of losing, in the day-light, which was fast approaching, the advantage they would have by coming upon the enemy unawares. They therefore pushed forward, and succeeded in surprising the enemy, who fled and dispersed in every direction, abandoning a residence which they had erected, with a view to make this place the centre of their depredations. The Fylla's men burnt the building; and having been joined by the boat's crew with the provisions, took some refreshment, after a fatiguing march of 21 miles. They then got out the schooner, and brought her to their ship to the Havanna, where they met the most friendly and flattering reception, on the double ground of their being Englishmen, and of having brought in the privateer, the first French prize that had entered that harbour. On the 4th of June, when the Fylla fired the usual salute in honour of the King's birth-day, it was returned from the Spanish admiral's ship, and from all the forts; and a ball was given in the evening to the officers of the Fylla.

The Fylla's crew was unfortunately attacked by the yellow fever, while she lay at the Havanna, and her first lieutenant, purser, master, master's mate, a midshipman (the same who had been wounded in the attack on the privateer), a passenger, and two seamen, were carried off by the violence of the disorder.

SPANISH ENTERTAINMENT, IN COMPLIMENT TO ADMIRAL PURVIS.

On the 2d of July an elegant entertainment was given by Lieutenant-general De Narva, admiral in the Spanish navy, to Admiral Purvis, and the officers of the British squadron at Cadiz, attended by a numerous assemblage of the first rank there. At the upper end of the dining hall were displayed the flags of England and Spain crossed, and their fly tied together. On each person's plate a printed paper was found, containing some lines in Spanish, in allusion to the union of the national colours, which were read by one of the party, amidst the loudest acclamations of *vivas*. The following was the substance:—

SPAIN and BRITAIN, fam'd in story!
Now unite to crush the foe!
Dauntless Nations, crown'd with glory!
Lay the haughty Tyrant low.

Vain the threat! the gasconade!
Vain the Triple Flag's unfurl'd!
ENGLAND lends her succouring aid,
In mercy to a falling world!

The upstart Corsican shall mourn,
The vengeance of our brave Ally;
The motto on our banners borne,
Is "DEATH *or* VICTORY"!!!

Nations of the Continent,
Hear Britain's firm Decree,
" *The blood-stain'd Monster ne'er shall rule,*
The Empire of the Sea" ! ! !

TENDENCY OF CURRENTS.

THE following letter furnishes an excellent illustration of a well-known fact, that the general tendency of currents in the ocean is from the East towards the West :—

(COPY.)

" SIR, " *Neptune, St. John's Road, Antigua, June* 29, 1809.

" As the enclosed letters,* picked up in a bottle, on the windward part of the island of Martinique, on the 18th of April last, tend to elucidate the state of the current in the Atlantic Ocean, I enclose them to you, with a request that you will be pleased to make the circumstance known to the Lords Commissioners of the Admiralty.

The bottle appears to have been thrown overboard by the Princess Elizabeth packet, going to the Brazils, on the 6th of September, 1808, in lat. 14 deg. 45 min. and long. 25 deg. and it must have been carried about 2020 miles in 224 days, which gives nine miles per day on a west course.

" I am, &c. ALEX. COCHRANE."

" *Hon. W. W. Pole.*"

NAVAL AND MILITARY FETE, AT HALIFAX.

IN the month of April, an elegant ball and supper was given by the gentlemen of Halifax, at the Masonic Hall, to Sir George Prevost, Bart. and the officers of the staff and garrison, on their return from the capture of Martinique, and to the officers of his Majesty's ships Penelope, Eolus, Cleopatra and Centurion. At ten o'clock, the ball was opened by his Excellency Sir G. Prevost and Lady Mitchell, and the dancing continued until one o'clock, when the company (upwards of 400) sat down to an elegant supper. After the usual toasts, " The gallant Conquerors of Martinique," and the " Memory of the departed Heroes who had fallen," had been drunk, Sir G. Prevost and Lady retired, and the dancing continued till four in the morning. The Hall was brilliantly lighted, and most beautifully decorated. At the head, the King's arms elegantly painted, and underneath, a large transparency of Martinique, with the *British Ships ;* at the foot, G. R. and the Crown ; under which, was a transparency of the English and Portuguese attacking the island of Cayenne ; at the side, opposite the great door, there was a beautiful transparency, representing Britannia waving her ensign over the head of Time, who appeared holding History in his hand, and shewing to Posterity the record of the conquest of Martinique, and the names of Beckwith, Prevost, and Cochrane, the figures

* Several letters were found in the bottle, addressed to individuals.

as large as life, elegantly painted: in front of the orchestra was another transparency, a Sailor and Soldier shaking hands, the former holding in his left hand French colours, and the latter a sword taken, motto, "*Trophies from Martinique.*"—The pillars at the top and bottom of the room, and of the orchestra, were tastily decorated with evergreens and a profusion of beautiful flowers. The effect was very pleasing. The supper included every delicacy the season afforded, as also various fruits, and the richest wines. Opposite the President was a correct pastry figure of Fort Bourbon, Martinique. Thus the gentlemen of Halifax vied with each other in attention to their brave guests, and parted highly gratified.

RECENT REMARKABLE ESCAPE FROM FRANCE.

For the subjoined interesting narrative, which exhibits a forcible proof of what may frequently be effected by perseverance, we are indebted to Mr. Seacome Ellison, of the Rachel, who ultimately succeeded in escaping from France at the beginning of the present year.

Mr. Ellison's communication, dated Liverpool, July 3, 1809, is as follows:—

"As you wish to know how I effected my escape, I shall briefly give you the heads of it.—Last July a friend and myself determined to attempt to give the rascals the slip; but as both of us were entered in an engagement with eight more to our commandant to be responsible for each other; and that, if one ran away the others should be imprisoned; to get clear of that; we missed muster one morning on purpose to get imprisoned, which succeeded. We had ropes round our bodies; saws, gimblets, &c. in our hats, and at twelve that night worked our way out, though surrounded with centinels. We got close to one, where we thought there had not been any; he hailed us, and we scampered off. He must have been a young recruit, for he did not give the alarm; and we got down the wall. The rope was so small, we could not hold it, and both of us fell about fifty feet; I was sadly hurt about the loins, and fainted as soon as I reached the wood (where we had previously stowed our provisions.) My companion strained his ancle, and we stopt in the wood four days till he was able to march. We were taken the thirteenth day, going through a small town at eleven at night, and conducted back to Verdun, where they kept me, hands and feet, in irons for seven days; and then sent us off to Bitche, which is a most dreadful place; and where they kept us in general under ground. It is a strong fort, built upon an amazing high rock, and surrounded at bottom by three different high ramparts; the rock is entirely hollowed out, and capable of containing the whole garrison, if besieged. After being there a little time, we made interest with the commandant to live above ground; and no sooner got possession of a room up stairs, than we began to scheme how to get out of it. There were twelve of us; we first began manufacturing a rope, which we made out of new linen cloth that we got from town; when we got a friend, who resided there, to get us a good gimblet; and on the 8th of December, forced both locks on our chamber door, and cut through

another one with the same instrument; and all of us got clear of the fort before eight o'clock, the time the additional centinels are put on. It snowed and blew very hard, and was most terribly cold. We lay the next day in the snow; and at night started again, and got within two leagues of the Rhine by day-light. It had frozen severely in the night, and was so terribly cold, that it would have killed us to have stopped that day in the woods; we therefore got into a barn, and lay very snug till four o'clock, when a pair of lovers coming in to enjoy themselves, discovered us and gave the alarm: we got clear of them; but they roused the whole country; and at ten that night we were surrounded by fifty or sixty peasants; two of us escaped their clutches by going different ways; but were both taken a few hours afterwards. I was just stepping into a boat on the Rhine, when two Custom-house officers got hold of me, and dragged me to my unfortunate companions; we were five of us in our party; the rest went different ways, and four of them got safe home. We were conducted back to the place we had left, and a little time after we were sent to Metz hand-cuffed, two and two, and then chained all in a string, so short that we had scarcely room to walk. We were sent there as evidence for the gen d'arme, who was upon guard the night we started; we acquitted him; and we were twenty days travelling in that uncomfortable manner. In coming back we passed through the *dépôt* of Sarre Libre, where I got a friend to buy me a gimblet, being determined either to escape or break my neck. The day we arrived at Bitche we were all clapped into a *cachot*, about forty feet under ground. We had a guard bed to lie upon, as the bottom was covered with water almost six inches deep. After staying there three days we got it made known to the commandant that it was impossible for men to exist in that damp place. He ordered us into a room up stairs in the same building; we had three doors locked upon us, a double row of iron bars before the windows, and a centinel placed over us; however, we resolved to make an attempt by cutting through the ceiling. We cut up our sheets, blankets, shirts, and towels, of which we made a rope 130 feet long; and on the 11th of February, at six o'clock, began, and at three in the morning accomplished the business. The floor we cut through was 2½ inch oak. When we got there we found two windows without bars, that looked two different ways; it rained very hard, and we saw the centinel in his box at the opposite side from that we intended to descend, and all got safe out of the building, over two ramparts, when to our great astonishment we found a third, which we understood had not gone round that side of the fort: it was about twenty-five feet, and we had no rope for it; we all dropped safe except the last, who broke his leg; the rest of us separated, but met again at Saltzburg. There were two with me. We slept in the woods by day, and travelled by night through a woody mountainous country. We took provisions along with us; and on the seventh day crossed the Rhine, which cost us thirteen guineas; we then had only nine left. We crossed Baden, Wittemberg, and Bavaria, without passports, slept in the small villages at night, and went round all the towns, some of which we found great difficulty

in rounding; however, on the 19th day we arrived safe at Saltzburg, and got our passports for Trieste. One of my companions was entirely knocked up: we gave him all the money we could spare to follow us in the diligence; and we set out that night on foot, and arrived at Trieste the seventh day, a distance of 260 English miles; and which the natives told us had never been done before in so short a time. We got a passage in an Austrian brig to Malta, then obtained a passage in his Majesty's bomb Lucifer, landed in Plymouth, and arrived in Liverpool in three months and seventeen days."

BOATS OF THE DREADNOUGHT, IN BASQUE ROADS.

THE following account of a recent unfortunate affair, in which the boats of the Dreadnought were engaged, in Basque Roads, is more explicit, and apparently more entitled to credit, than some statements which had before been given in the newspapers :—

" While the fleet lay in Basque Roads, it had been constantly the habit to make one ship send boats at night to row guard towards the mouth of the Charante, the entrance of which was protected by a small island (Isle D'Aix) very well fortified. The enemy sent one of their brigs of war down to remain under the protection of the Isle D'Aix during the day, and at night she generally went at some distance up the river, to catch any of our boats which might be bold enough to go too close to the shore in chase of the coasting vessels from Rochelle towards Rochefort, which were annoyed by our men of war. On the night of the 25th and 26th of July, Lieutenants Forman and Owen were ordered to row guard in two boats, under the orders of Lieutenant Forman. It was at first thought that the brig had not gone up the river that night; fortunately, however, Lieutenant Forman thought it best to reconnoitre her before they made an attack, otherwise none of them could have escaped as the tide was. At about half past two, having waited so long for the turn of the tide, the boats approached the brig, when, from her situation, Lieutenant Forman despaired of success, and proposed retiring; but Lieutenant Owen was so fully confident of success, that he wished to make the attack alone; and on this the attack was made. Lieutenant Forman pulled down alongside the brig to get on board. The enemy, in addition to the usual mode of defence, which is a very strong net-work stretched tight along, considerably higher than the bulwark of the vessel, through which they were obliged to cut, had strong sharp pikes, standing out horizontally from her sides about six or seven feet, rather lower than the upper edge of a boat. On the end of one of these Lieutenant Owen ran his boat, and there she stuck, a mark for the Frenchmen, who popped at them like so many fowls tied to a stake. Lieutenant Forman's boat had been the first alongside, and had avoided the pikes; and while he was occupying himself trying to cut through the net, he heard Lieutenant Owen cry for quarter. The people of Lieutenant Forman's boat, seeing the state they were in, and being many of them wounded, one mortally, pushed off, and had not the lieutenant himself been able to swim, he must have remained in the brig a prisoner; however,

he swam to his boat, and received a wound just as he was going to get into her. He brought on board the Dreadnought seven, besides himself, wounded, one since dead; and left behind Lieutenant Owen, and his boat and people, whom it was impossible to bring off. One of them, it has since been heard, was killed, and four wounded. The enemy had one killed, and two or three wounded, by their own account."

PIPING ALL HANDS ON SHORE.

THE extortion of the inn-keepers at Portsmouth, on persons arriving at that port, has long been proverbial; in a recent instance, however, an attempt of this nature was completely foiled. A few weeks ago, a gentleman with his family landed there, from the West Indies, and intending to remain a short time until he could hear from his friends in London, applied to the landlord of the inn, to which he had been conducted, for accommodation; but was told that three bed-rooms could not be provided for his family, unless he would engage them for a week certain, and that the lowest charge would be a guinea per day for the use of them. To this exorbitant demand, the gentleman, after some expostulation, acceded. Soon afterwards, on going to the post office, he found letters lying there for him, from his friends in London, requiring his immediate departure for that place, as soon as he should arrive. On his return to the inn, he informed the landlord of the circumstance, and hoped payment would not be insisted on for the rooms, which he had scarcely occupied. But to this, Boniface would by no means consent, and high words arose between the parties. Captain L. of the royal navy, who was well known to the landlord, happening to be in the house at the time, enquired into the circumstance; and, discovering the imposition intended to be practised, offered to take the bargain off the gentleman's hands, which was cheerfully assented to by both parties, and the latter immediately departed with his family, after thanking the captain for his interposition. Immediate directions were given for the beds to be prepared, as Captain L. said it was his intention to sleep on shore that night. "What, all three?" enquired the waiter, "To be sure, am I not to pay for them?" was the reply. In the evening, the captain returned, bringing with him his boatswain and cabin boy, to whom he gave directions to occupy two of the beds, "and recollect my lads," said he, "watch and watch, and every three hours *pipe all hands* for a general muster." Those orders were strictly complied with, to the great annoyance of every other guest in the house; in the morning the landlord complained heavily of the disturbance, and hoped the captain would discontinue it; but the latter said, *it was his way at sea, and did he not pay for the rooms? Piping all hands* was repeated on the second night, which produced fresh remonstrances from the landlord, who declared, "that if such practices were continued, it would be the ruin of his house, and he should be perfectly satisfied if the captain would pay for the two nights occupation of the rooms, and discontinue his nocturnal alarums." Captain L. declared, "that sleeping on shore he found congenial to his health, and combining sea customs with land conveniences afforded him an ample fund of amusement." The third

night produced a repetition of the alarum; but, in the morning, Boniface waited upon the disturber of his house, and with many bows and cringes informed him, "that he was extremely willing to *forego any charge for the three nights' lodging*, if the captain would consent to sleep on board his ship, where he might *pipe all hands* as frequently as he pleased:" to which offer, Captain L. with apparent reluctance, acceded.

CORRESPONDENCE.

COFFERS, ROCKETS, &c.

MR. EDITOR, *London, August* 15, 1809.

I FIND that my paper on the above subject has been noticed by one of your correspondents under the denomination of a furious phillipic against coffers, rockets, infernals, &c. Mr. H. the gentleman alluded to, has not written, as he says, with any hope of convincing me of my error, but professedly for the purpose of dissipating some unfounded prejudices entertained on the subject. Well, be it so, it is surely no small comfort in a good cause, not to stand alone, and as for a little railing about "sophistry, *mock* philanthropy," and such like, it is all nothing more than what we must expect from their advocates. By all means let them continue to play off such weapons—any thing but their rockets. The coffers and catamarans, it appears, this gentleman does not quite approve of, because they may be directed against men in their sleep—a *helpless* enemy; and yet he has no hesitation in becoming the champion of rockets! He accuses me of having absurdly confounded Congreve's rockets with the coffers and catamarans; but I believe, Sir, it is pretty well known that in no instances have my animadversions been confined to either the shapes or brilliant properties of these *rare* inventions, but uniformly to their detestable and diabolical effects; and I at this moment know of no atchievments that entitle the rockets to a milder condemnation. For if that gentleman will take the trouble of again referring to your volume, he will undoubtedly discover that the siege of Copenhagen has nothing to do with the matter, and that the whole of the censure went—not to rockets as employed in what are termed military operations—but to the impolicy, and inhumanity of introducing them into naval warfare: and it is hardly to be doubted, that even Mr. H. will see that the consequences may be dreadfully different between burning the houses of a town and burning of ships on the ocean. With respect to the superiority claimed on the score of humanity for the rockets, it may turn out a more difficult task to establish the fact than your correspondent is inclined to suppose. A privateer, it has been argued by the coffer *warriors*, might secretly approach any ship in the Downs, and by means of such a machine, instantly blow her up into atoms. And nearly the same honours have been claimed for the rockets. A fishing boat, or privateer, say their advocates, might, under cover of night, approach the largest ship

that ever floated, and send a flight of arrows into her hull that should wrap her in flames. Now, Sir, I wish to know where, in point of atrocity, is to be found the mighty distinction: a ship of the line, with 600, or more brave men, on either side, is destroyed, which then, I ask, has the superior claim to humanity. By the coffers, 600 sleeping men are murdered from a single explosion; by the rockets, the same number of struggling wretches are driven on the shocking alternative of death in the flames, or death in the water. From questions like these, Sir, the heart turns with disgust, at least *we* the *mock* philanthropists feel so, and instinctively shudder at such calculations, and let us hope that it is the champions of coffers and rockets alone, who can calmly sit down and strike the horrible balance.

Your correspondent has confidently stated, that the use of gunpowder, cannon, fire-ships, bombs, grenades, &c. have all more or less a tendency to shorten the contests, *and thus to spare the effusion of human blood.* It is to be wished that he had been a little more explanatory on this subject, for it is not every one who admits, that shortening the duration of naval actions has always the effect of reducing the number of the slain, and there are, many of opinion, that so far from contests being shortened by the use of cannon, they are frequently sooner commenced and longer continued by their means; and no fact can be better established, than that, boarding is generally the quickest possible way of shortening a contest. Something like this takes place on the land, when an army has recourse to its bayonets. But be this as it may, for I confess myself at present not master of the subject with respect to cannon and fire-ships sparing the effusion of blood as stated. Mr. H. will, I hope, pardon me for saying, that he appears to have viewed this subject through a very distorting and confused medium, or he never could have so classed cannon and fire-ships together. In point of honour, as well might the duellist be classed with the midnight incendiary, and with reference to the principal object, that of reducing the number of the slain, there evidently appears to me a most absurd and palpable contradiction.

Fire-ships undoubtedly bring matters with the sufferers shortly to a crisis, but is it not absurd, and in the face of truth to say, that they thereby spare the effusion of blood? It is in vain that Mr. H. would oppose to this, what has lately been done on the coast of France, because all that was done, was done by the fears of the enemy, and the gallantry of our ships, and to reckon confidently upon such events would be like reckoning confidently on the panick terrors that sometimes have assailed the bravest of men. Besides it should be recollected, that had the fire-ships been placed where it was wished, none, or very few of the enemy, could have escaped from the flames, and, what then would your correspondent have said on their claims to the praise of humanity? But could it even be proved that the advantages were so mighty as to sanction the sacrifice, the policy would still remain to be justified, of bringing forward any inventions that tend to lessen the superiority of navies. The use of fire-ships, inhuman custom has authorised—I am sorry for it—it may be too late to lament, but let us not add coffers and rockets to the horrible warfare. The use of fire-ships,

it should be remembered, is in a great measure limited by Providence. A fire-ship cannot act at sea alone, but must always depend on the protection of another, and that protection, there are times, no human power can afford. On the contrary, the ship armed with rockets, like the snake, carries every where the deadly charge to the assault, and therefore is infinitely more dangerous. To see the effect of these rockets in their proper light, let any man picture to himself two hostile fleets prepared to engage, and let him have succeeded in preparing his mind against the mournful effects usually resulting from such an encounter. Then let him be credibly assured, that in compliance with the wishes of some notable projector, the customary mode of fighting is in future to be abolished, and victory is to depend upon successful conflagrations—let him, I say, if the human heart could withstand the shock, be finally informed that both fleets have been designedly provided with *fire arrows* for the purpose! Now, if he be a father—if he be a man, what would be the dreadful tone of his feelings—the bitter anguish of his hopeless lamentations; for my part, I will not pretend to surmise, but I envy not the exalted *projector* his honour. In all other battles there is hope—in all other warfare may be heard the songs of triumph but in this diabolical contention; hope itself must expire, triumph can be but in idea, for the vanquishers only can be distinguished from the vanquished, by the last terrible explosion.

Such, O Rockets, are thy triumphs!

What sort of analogy there is between the burning of a bridge on the Danube, and the burning of a ship on the ocean, remains to be explained, as well as the propriety of the words heterogeneous classification, when applied to arguments brought forward from different quarters to prove the same thing, for I presume it was intended as a censure; though other parts of the same paper I am under the necessity of treating as compliments. For instance, I asserted that the discovery of a passage to India by the Cape of Good Hope was fatal to two places which before enjoyed the exclusive commerce of the East. In answer to this, and by way of contradiction, Mr. H. asserts, that it was beneficial to the *world* at large; as if I needed a better argument to prove the truth of my remark; but if that gentleman has still any doubts, let him go to our India Courts, and there propose a similar plan for enriching the Directors, and without doubt I may safely abide by their answer. When Mr. H. informs us that the discovery of America has been extremely beneficial, let him also add that it has been beneficial to the Spaniards, for unless he do this, people will naturally ask what has these benefits to do with the argument. But of all my obligations to this gentleman, none exceeds what I owe him for the liberal manner in which he has corroborated my opinion on the subject of coals. It is in your recollection, Sir, that when endeavouring to shew the mischief that might ensue from a too hasty adoption of specious projects, I went on to instance hypothetically, one of a most imposing nature, no less than the working of a coal mine in the neighbourhood of London, which no doubt some millions of people would hail as a blessing, but in doing so, my only fears were, that very few, in the face of so dazzling an advantage, would

be brought to assent to the justice of the supposition; what then do I not owe to the zeal of Mr. H. who has kindly stepped forward to clear away the difficulty, by bringing to my aid the solemn opinion of the legislature itself, which he freely assures us has enacted a law to prevent the possibility of such a misfortune. In return for so much condescension, I feel myself bound in honour to say, that of the merits of the rockets in their proper place, no doubt can be entertained, and in my mind they do honour to the genius and application of Mr. Congreve; but that *proper* place I shall always contend is very far indeed removed from naval warfare. Mr. H. has likened their effects to a *short cut* to India; what short cut he alludes to I have yet to learn; but if he be anxious to establish their merits on the footing of a *short cut* in war, he must not be angry if we assert that the coffers are a shorter.

Mr. H. treats with particular contempt the idea of rejecting what he terms a positive good, from fear of a possible evil, but he has forgotten to define to us the meaning of these words, as applied to the subject; for, he has not himself scrupled to shew, that the legislature, in prohibiting the opening of a coal mine, has been guilty of this very *folly* of rejecting a positive good for a possible evil. Let him look at Spain now, and compare it with what it was. Let him see what followed one of his *positive goods* in North America, when a shallow policy annexed Canada to our dominions, and removed the bridle of the colonies. Let him only wait a little, and see the effects of that wretched foresight that would add the Mauritius in perpetuity to our Eastern dominions, and then when India has thrown off the yoke, let him come forward and tell us where was the absurdity in steadily rejecting these *positive goods.*

I shall conclude with observing, that although I have exercised the freedom of discussion in deprecating the introduction and continuance of a diabolical warfare, I am very far from withholding just praise from the present Admiralty. If men of distinguished character and humanity like the naval lords who preside there, do not inwardly feel the impolicy as well as the inhumanity of such practices, the circumstance is deeply to be lamented, because their sanction will always be quoted; but this is what can scarcely be credited, for Lord Gambier, even while he proposed the use of fire-ships, deprecated that use as horrible, and it is but reasonable to suppose that others have the same feelings. But why then, Mr. H. will ask, why, if so feeling, do they practise it? Because, I answer, they are fettered by *precedents*, fatal precedents, which are too often omnipotent; but let the nation come forward with abhorrence, and the charm will be broken.

F. F. F.

MR. EDITOR, *Downs, August 29th*, 1809.

HAVING been reading the description of Ilfracombe in your NAVAL CHRONICLE (Vol. XXI. page 135) and observed mention made, that there is a monument erected in the church to the memory of Captain *Thomas* Bowen, who fell at Teneriffe, while commanding the Terpsichore, and in

another part you publish an erratum, wherein you say his name was not *Thomas* but *John*, both of which are wrong; I have to request (as an old Protégé of that worthy man) you will have the goodness to insert another erratum in your useful work, signifying his name was *Richard*, in doing which you will oblige

Your humble servant,

T. Y. S——HE,
formerly of the Terpsichore.

MR. EDITOR,

YOUR Correspondent H. (page 28) has stated, "that though Blackheath and other spots are supposed to abound in this useful fossil (Coal) of a superior quality, an act of Parliament has been long in existence, prohibiting the sinking of a coal shaft within a certain distance from the metropolis."

Now I have been repeatedly told of this same act of Parliament, but could never get any one to quote title or date of it. I have sought in the Index to the Statutes, but still to no purpose, and I have the strongest doubts that there is no such restriction.

It has been added also as a reason for it, that it was to encourage the shipping in the coal trade; yet on the contrary, an act passed only two sessions since, to enable 50,000 tons of coal to come by the Grand Junction Canal annually, on payment of 10s. 6d. per ton duty; and both before that act, and since, there is no prohibition against bringing by land carriage, any quantity of coals into London, free of duty; and on a common (just beyond the boundary stone on the Grand Junction, and at which stone the duty is receivable) are some thousand tons of coals deposited to be brought into the metropolis, waiting for a further advance on the price of that article, to enable the payment of the *extra* cartage.

How extraordinary then, that when the North Country Colliery Owners, and the Corporation of the City of London, united their application to Parliament, to forbid the inland coal coming in, or to subject it to an equal duty, and limit the quantity, that such a clause should not have been adduced as a strong principle and precedent to go by.

Blackheath has been pointed out, as the spot where coal is to be found, but if to be found there, it would be in the neighbourhood also. Now no attempts have been made, or if they have, have succeeded, from all the enquiries I have made, and they have been numerous.

As a subject of enquiry, connected with an important branch of shipping, I trust you will give this letter insertion, and I should hope some further information may thence be given to, Sir,

Your humble Servant,

A SHIP OWNER IN THE COAL TRADE.

21st August, 1809.

ROCKET SYSTEM.

LETTER II.

" Non est ad astra mollis à terris via."——SENEC.*

MR. EDITOR,

THE attention you have been pleased to pay to my introductory letter on the origin and progress of Mr. Congreve's † discoveries in pyrotechny, encourages me to proceed according to promise.

The decisive trial that was hoped to have been made in November, 1805, having been thwarted by the too advanced season of the year, the winter was employed in preparations for returning to the charge in the spring: but this attempt was almost as ill-fated as the first. No sooner was all in readiness at the proper season than negotiations for peace were set on foot, and the passage of our plenipotentiary was counted a sufficient reason for tacitly suspending hostilities against Boulogne, and the summer was consequently consumed in the journies of messengers. Till at length, on the 8th of October, 1806, the Earl of Lauderdale being then known to have quitted Paris *rè infectâ*, the commodore of our squadron (Captain Owen) was tempted not to lose a favourable coincidence of wind, weather, and tide, far from frequent on that station so late in the autumn. Accordingly, on the evening of that day (8th) boats, armed in the appropriate manner, took their stations in Boulogne Bay, to the number of 18.

Notwithstanding the want of expertness naturally attendant upon a first apprenticeship, not less than *two hundred* rockets were discharged in *half an hour;* and in about *ten minutes* the town appeared on fire: while such was the panic on shore that scarcely a shot was returned from the batteries.‡ The nature and extent of the mischief could never be thoroughly estimated: it was reported, however, that some vessels in the harbour were destroyed, and it is certain that a considerable range of buildings, apparently barracks or store-houses, were burnt—the fire could not, from it's duration, have been trifling; having blazed from 2 A.M. till the evening. The ruins of eight buildings were discernible from the Clyde frigate; and from the extreme jealousy with which Lord L. and his retinue were guarded

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* " There is no easy way from the earth to the stars." It is not by common efforts immortality is attained.

† NAVAL CHRONICLE, Vol. XXII. page 100.

‡ In order to relieve the *compunctious visitings* of such cosmopolite patriots as reserve their philanthropic sympathies for our enemies, be it known that the destruction of the town formed no part of *that* project, nor was it wantonly attempted: but the precise situation of the flotilla bason not being visible from the cruising station, owing to the interposition of rising ground on the western side of the harbour (formed by the mouth of the river Lianne) the rockets were thrown by guess in the dark, rather too much to the left, or eastward.

on passing through the town a few days afterwards,* there is reason to presume the ravages were serious, and more extensive than met the eye on board the squadron. It was only to be regretted that the conflagration had not taken effect more to the right, where the bulk of the flotilla lay: nevertheless, the efficiency of the weapon, and the vulnerability of Boulogne, were completely shewn; since it could not be doubted that what had destroyed houses of substantial masonry would have annihilated shipping, crouded in a sort of floating dock, had it fallen amongst them: besides, as the part of the town burnt was more remote from the boats than the bason, the range of the rockets was also demonstrated beyond a doubt; and lastly, the facility of using this weapon in small craft afloat was satisfactorily proved.

From this period till the expedition against Denmark, successive improvements were made, in the weapon itself, as well as in its accessory apparatus. It is not within the scope of this correspondence to detail these matters, but those at all conversant with gunnery can readily conceive the difficulty of attaining any thing like a state of early perfection with an invention so novel in most of its parts. Many of these mechanical details, though apparently of minor consideration, were in fact points of the first importance, and consumed much time and attention. Considering that the system is still in its infancy, the construction is now reduced to a degree of uniformity and certainty, that promises entire success: while the effect universally acknowledged by the officers both of the navy and army to have been produced by it at Copenhagen, has operated a general conviction of its powers.

Indeed such a body of evidence, as to facts connected with the effects of the rockets on that occasion, has been collected by eye witnesses, as fully establishes, not only the certainty of their having contributed essentially to the conflagration of the place, but that of their powers of penetration, which many persons not fairly appreciating the effect of such a weight, pointed and solid as it is, falling from so great a height, were inclined to deny. But indeed had this testimony of facts been wanting, there is abundance of argument to induce the belief.—In the first place it may be stated that there never was an instance known of such a conflagration having been produced by mere bombardment in so short a time; and it is therefore fair to infer, that the addition of this weapon to the usual means contributed to such extraordinary effect:—but there is a stronger circumstance: the second night, when rockets were not discharged, although near 1,000 bomb-shells and carcasses were thrown, there was no conflagration; whereas on the other two nights, on which the rockets were used, the flames raged furiously; and yet from the first it is acknowledged by the artillery men, that the greater part of their spherical carcasses were well ignited on leaving the mortars from which they were fired. Consequently, it is no more offensive to sound reasoning than it is contradictory to public opinion to assert, that the rockets used at Copenhagen did very essentially contribute to the

* Not one person having been suffered to leave their inn, nor to hold any external communication, and being conveyed through the streets in closed *cabriolets*.

conflagration of that city; and if the weapon was able to accomplish any thing where only 300 were fired, and that only by the labour of 16 men, partly uninstructed, what more might not have been done by it, had it been previously adopted into our military system, and committed to the regiment of artillery, and to the navy, amongst their other implements of bombardment?

I repeat, therefore, that there are both fact and argument in abundance from the example at Copenhagen, to fix the credit of the rocket as a carcass; and *that*, without in the least undervaluing the execution produced by the *regular* bombardment; than which nothing could be more destructive, nor is it possible to say enough in praise of the professional skill manifested on that occasion.

Thus far I have merely given a cursory account of the origin and progress of the rocket system, detailing only as much as is necessary for the comprehension of the general extent of the improvements made in it, without attempting to investigate that art in point of construction, upon which the rocket's length of range or vigour of flight depends. I have already acknowledged the imperfection of my knowledge on this head: but I should ever feel it my duty to conceal even my conjectures thereon, inasmuch as if the weapon does contain any advantages superior to the common means of annoying an enemy at present used, it is important that we should possess it exclusively as long as possible, although it is a satisfaction for me to repeat a declaration the inventor has been often heard to make in the most distinct terms, that "*the principles of the Congreve rockets are widely different from those of ordinary sky-rockets, and are not discoverable by analysis or by inspection.*"

In my next letter I shall enter into the formation of the rocket-carcass, its principle of action, and the advantage it appears to possess, in convenience of use, and in probability of effect, as an instrument of conflagration, when compared with the largest spherical carcasses and shells; shewing also its superior cheapness. But lest your tender-hearted correspondent F. F. F. should suffer disappointment at reading so far without finding any particular notice taken of his military ethicks, I will just employ a few lines to remind him, that when a man employs his pen publicly, his readers have a right to expect he should know *something*, be it ever so little, of the subject matter on which he sits down to write. Had that writer observed this good rule, he would hardly have jumbled together in one sweeping anathema such heterogeneous articles as coffers, catamarans, *rockets*, infernals, fire-devils, water-worms, Shrapnell-shells, &c. for such are I think the items in his catalogue of *heterodox* implements of destruction, in contradistinction to "*orthodox* round and grape"! And he would at least have escaped the unavoidable application of La Rochefoucault's maxim, that "*Les esprits médiocres condamnent d'ordinaire tout ce qui passe leur portée.*"*

BRONTES.

Shooter's Hill, 2d September. 1809.

* Those of confined intellect in general find fault with every thing beyond the sphere of their knowledge.

MR. EDITOR,

ALTHOUGH the necessity of recording in the N. C. a proceeding so important to the navy, as the recent Basque Road Court-martial, of course tended to circumscribe the miscellaneous pages of your last number, yet your readers cannot fail to appreciate the exercise of your judgment in the selection of such articles as you could find room for of an entertaining as well as of an instructive description, and more particularly I advert to the XIIIth letter of your correspondent A. F. Y.* on the management of the navy, or rather, to use a more specific term, upon the official administration thereof, as pourtraying existing abuses in strong, but I believe true colours. Agreeing as I do with him in many of the points he has touched upon in that letter, he will, I hope, excuse the freedom with which I venture to criticise his extension of the epithet of "*interloper*" to a captain of the navy, for performing a service of great moment and peril, in the person of Sir Sidney Smith. It is true that this slip of the pen on the part of your correspondent did not escape your own censorship; but was very properly noticed in a note subscribed by your title; wherein you also hold out an expectation of more precise information upon the subject from another (naval) correspondent. But meanwhile, being unwilling that so unmerited and unjust an epithet should remain applied to a character I admire, and particularly as coming from a writer so generally distinguished by correct notions of men and things, as A. F. Y. I shall endeavour to rectify what in this instance is erroneous. The more respectable the authority the more dangerous is error.

When the last war with France broke out in 1792, Sir Sidney Smith was travelling in the Levant for amusement and improvement, and chanced to be at Smyrna, where there was collected at the same time a number of English seamen out of employ, some saved from shipwreck, and others straggling *along shore*. Sir S. S. being intent on returning home himself in obedience to the customary notice from the Admiralty Office, bethought himself of these men, as likely to be lost to their country at such a critical time; and, with equal patriotism and humanity, determined to reclaim them. He accordingly, *at his own risk*, purchased one of the latteen rigged small craft of the Archipelago, nicknamed by the Turks "*Kerlanghitch*," or (*Anglice*) swallows, from their swift sailing, and fitted her out under the English flag, under the name of the Swallow Tender. In which diminutive man of war, of between 30 and 40 feet keel, he shipped himself, with about as many turbulent fellows, and sailed down the Mediterranean in search of the English fleet, which he found at Toulon a week before the evacuation. Sir Sidney here delivered up his troublesome charge to the commander-in-chief, and was waiting for a passage to England, as a guest with his old commander, Lord Hood, on board the Victory, at the time it became necessary to decide upon the fate of the French fleet and arsenal, and when the extrication of the allied army was the principal object of

* *Vide* NAVAL CHRONICLE, Vol. XXII. page 104.

solicitude, and absorbed almost the whole naval means of the combined English and Spanish squadrons. It was at this anxious moment Sir S. S. volunteered a service generally considered as impracticable with the slender means by which it was to be attempted, namely, the Victory's pinnace in the first instance, to carry him round the fleet with the admiral's order in his hand, to put such other ships' boats in requisition as could be spared. To which was added the before mentioned Swallow Tender, with her crew of *desperadoes:* but fit men for a forlorn hope, and in some degree tamed under Sir Sidney's personal command. Besides which, his knowledge of Spanish enabled him to extract a couple of gun-boats from Admiral Gravina. And this was the whole force with which he started for the arsenal, then occupied by 700 convict galley-slaves, in a state of insurrection. He was followed by the Windsor Castle's boat, under his friend Lieutenant (the late Captain) Miller, and the Vulcan fire-ship, it is true, was sent to him in the evening; by means of which four sail of the line were burnt: but previously to her arrival, and for the rest of the business, he had not a farthing candle to light the shavings with, and was besides positively ordered not to commence the work of destruction till the troops were all embarked. It is a singular fact, that from the circumstance of Sir Sidney Smith not being commissioned on full pay, though acting under the authority of Admiral Lord Hood, he was not considered as entitled to share prize-money, or rather head-money, *derived entirely from his own exertions;* and I am well assured never has received any pecuniary or other reward whatsoever for that service, any more than he has any *English* honour for all his services together.

A. F. Y.'s observations on the Admiralty I am sorry to say, apply not only to that office, but to almost every other. And it can hardly be otherwise, as long as there shall continue to exist that narrow and jealous monopoly of all posts of importance concentered in a few great families; and that total want of sympathy between the people and their rulers, (no matter of what party) and that little deference to public opinion, except when it threatens to indicate itself by tumult or violence. If two or three powerful individuals concur in recommending a person to any office in the state, from that of chancellor down to an exciseman, however slenderly qualified by personal gifts or accomplishments, such a claim from the nature of the government, must under the existing order of things have the force of a command.

Brighthelmstone, 10th September, 1809. PHILO-NAUT.

MR. EDITOR,

HEREWITH you will please receive a copy of a journal kept by my friend Dr. William Cullen Brown, of the Ætna (bomb) giving a circumstantial account of the various transactions that took place during the late attack on the enemy at Flushing, &c. by inserting the same in your CHRONICLE you will oblige

12th September, 1809. J. T. L.

His Majesty's Ship Ætna, July 30, 1809, *off Ter Veer, in the Isle of Walcheren, Province of Zealand.*

That I may not be worse than my promise to you, at my departure, I sit down to transmit some account of the operations of the Expedition hitherto, by extracting from a private journal I keep, the chief particulars, which, however, are hitherto, till to-day, but uninteresting.

" July 28th. Downs. This morning, at six o'clock, the whole of the Grand Expedition got under way, with a fair wind for Flushing. We are now going along at the rate of eight knots and a half an hour before the wind ; and it is not improbable that we may commence operations in the course of to-morrow. To-day is doubly memorable to me, as being the commencement of this other Grand Armada, and the anniversary of my birth day. At twenty years of age, when I was puffed up with college pride, and looked forward to the accomplishment of mighty schemes, I should have been sadly mortified, had any one predicted, that at thirty three years of age I should have advanced no farther in establishing myself in the world than I have done. But I fear I have neglected catching Shakespear's " tide in the affairs of men" at the proper time : yet, how many are there, men of education too, that would gladly embrace my present situation !

" 10 o'clock P.M. We are now at anchor on what they call Thornton's Ridge, about 18 miles from the Isle of Walcheren. We shall hardly be prepared to attack Flushing to-morrow; and the bombarding in all likelihood is reserved for the day after (Sunday), when a desperate conflict will be the result.

" July 29th. This morning, at 9 o'clock, following the motions of the fleet, we got under way with a fine breeze in our favour.—Half-past 11 o'clock. We have again anchored about three leagues from the Isle of Walcheren. The transports have not yet come up with us, and the gun-boats have still their guns to get out of the line-of-battle ships; a heavy sea at the same time is running. All these things contribute to retard our progress.

" July 30th. We weighed anchor at 7 o'clock this morning ; and are now approaching fast to the coast. All is anxious expectation. I have supplied most of the officers and men with cotton to stuff their ears with ; so much even do they dread the concussion of the mortars who have been accustomed to them. I have arranged every thing on my part to meet the worst.—Half-past 5 o'clock P.M.. Most of the flat-bottomed boats full of troops are rowing for the shore : the frigates are ranged along the shore to cover their landing.

" Eight o'clock. A great number of the troops are now landed, and have formed themselves in line on the beach. A heavy fire has been kept up for some time between a battery on shore and our ships ; in the mean time our troops are pouring in with all despatch, and will continue to do so during the course of the night. Repeated volleys of musketry have been fired, and are still firing : the great guns are now hushed : we have just

dropt our anchor: a height, where a signal post is erected, has been taken possession of by some sailors, who have hoisted the British colours there.

" July 31st. This morning, at 6, again got under way. We understand from a captain in the navy, having the command of some gun-boats, with which he was landing the soldiers last night, that only two men were wounded at their disembarkation.

" Between seven and eight. Four Highland soldiers are seen on shore marching six prisoners of war, it is supposed, to head quarters. The troops that are landed are now formed into a fine line, extending a great way along the shore, and marching to Ter Veer. The battery that had opened upon our ships last night, Den Haak, is now in the possession of our soldiers. It only mounts five guns. We have passed it, and are proceeding along the coast to protect our land forces.

" Eight o'clock. The general officer has this moment despatched a boat from the shore to the several ships as they come up, intimating that he has just sent a flag of truce to Ter Veer, requiring it immediately to surrender. We must of course await the result, which will determine our proceedings.

" Half-past eight. We have again anchored about two miles from the town. The tide here runs so strong against us that none of the ships for the present can get higher up.—Half-past nine. The terms appear to have been rejected by the enemy, a heavy fire of artillery having commenced from the town.

" Eleven o'clock. The ice is now broken! We have fired off our ten and thirteen-inch mortars, from the explosion of which I had been taught to apprehend so much. By stuffing my ears with cotton, and pressing them with my fingers on the word for making ready being given, I find no manner of inconvenience from the concussion. I have had the hardihood, standing close by the great brass mortar, to try the effect of its sound on my ears open, and never experienced a more disagreeable sensation. My ears have continued ever since ringing. At the very first firing of the mortar, the lock of my cabin door has been forced off, and the boards of the bulkhead have drawn their nails. This, however, is but the prelude to what is to follow. A tremendous fire has been kept up, and is still going on, between the town and our ships, which last, however, are too far distant from it. The tide is now turning; and such a force of bomb-vessels, gun-brigs, gun-boats, and flat-bottomed boats, will shortly assail the place, almost in close contact with it, as there will be no resisting. The multiplicity of ships to be seen almost as far as the eye can carry, forms a beautiful sight, and highly gratifying to the feelings of an Englishman. A post captain has just been aboard of us, with the intelligence, that the inhabitants of Ter Veer require from us the same terms of capitulation that the French did at Cintra! The firing, after a cessation of half an hour on both sides, has recommenced.

Noon. We are again weighing anchor to get nearer to the town. The intelligence just now received is, that thirty of our troops are killed and wounded together. We are now fast approaching the town. Things become more and more interesting and critical every moment.

" Quarter before one. After dropping up about three quarters of a mile, we have again let go our anchor, and taken a proper position for carrying on our bombarding with effect.—Six o'clock P.M. Our collected force here has been playing away on the town with little intermission till now. What damage the place has sustained, we cannot ascertain; but many of our shells must have told well. My former commander, Mr. Leach, of the Cracker gun-brig, who has just been on board of us, has been so much exposed to the enemy's fire, his ships having got aground, that he has been under the necessity of deserting her, at least for the present. We are still ignorant of the operations of our troops ashore.

" Twelve o'clock at night. An officer in a boat has been round the different ships from the commander-in-chief ashore, desiring us to desist from hostilities till farther intimation. We have fired off forty-two shells in the course of this day.

" August 1st. We have remained at anchor and actionless the whole of the day. In the course of the day, the Dutch troops, amounting to 400, were permitted to march out of the town with the honours of war, when ours entered into it.

" August 2d. At 6 o'clock A.M. got under way to proceed towards Rammekens, with a pilot of the country. At 11 o'clock again dropt anchor five or six miles below the fort. At half-past eleven, in consequence of being sent for, I went on board the Harpy brig. A poor man, belonging to one of the gun-boats, manned from the Bellona, had been shot through both arms from Rammekens, and was brought, in consequence, for assistance to the Harpy. Before my arrival, Mr. Parsons, surgeon of the Harpy, with Mr. Mortimer, assistant-surgeon of the Charger gun-brig, had amputated the right arm; and the tourniquet was already fixed on the other. Both arms had been shockingly fractured and lacerated. The man expired in five or six minutes after my arrival. He had been shot an hour and a half before getting on board of the Harpy: his death, as it appeared to myself, Mr. Mortimer, Mr. Parsons, and the assistant-surgeon of the Safeguard, was imputable to the loss of blood he had sustained, and the shock the nervous system had received. I dressed another man, who had been shot in the integuments of the head by a grape-shot, or musket-ball, and one who had received a severe bruise on the nose, without any of the bones being shattered, in the same gun-boat. The battery fired first at the boat, and appears to have employed grape-shot.

" Between 1 and 2 o'clock. We have again weighed anchor, and are fast drifting up to the battery. At three dropt our anchor.

" August 3d. To-day at 10 A.M. weighed anchor, and between 11 and 12 got aground on the sand-bank called Calot.—4 o'clock. We are again afloat, and about to weigh anchor. We are now about two miles from the fort we are going to attack, as appears from three shells we have thrown having fallen in the Rammekens.

" Eleven o'clock P.M. We remain still in the same situation. A party of the gun-room officers went ashore this afternoon on the Isle of South Beveland, where a torrent of rain forced us to scamper in different direc-

tions. Mr. Steele, the marine artillery officer, and myself, took refuge in a barn, where we entered into conversation with two very agreeable men in uniform, who had betaken themselves to the same retreat. They afterwards proved to be Lord Yarmouth and Major Dormer, who are here at present, in a small vessel they have hired from Dover, for the purpose of observing the operations of the Expedition. A fire has been seen blazing for upwards of an hour past, which is supposed to be part of Flushing in ames. Our troops, it is said, have made several breaches in it.

"August 4th. This day has been a continued gale of wind, accompanied with heavy rains, and as much cold as we might expect to find in the month of December. The British flag was seen flying in the Rammekens about 10 o'clock this forenoon; and in consequence no hostilities have taken place since. A gun-boat, No. 47, has been upset by a squall just under the fort, and three poor fellows unfortunately drowned: two of them were below at the time coiling away the cable. The life of one of them, who was swept away by the current, might easily have been saved, had they had a row-boat of any description, which, however, none of these gun-boats are allowed; the bad consequence of which has already been repeatedly experienced by them. The lives of the rest of the crew, amounting to twenty-eight, including the lieutenant, were saved by that very useful set of men, the Deal boatmen, employed on this occasion by government, who have conveyed them on board of our ship. These gun-boats appear to be little attended to: the service in them is peculiarly severe: officers and men are almost equally destitute of comfort and accommodation; their victualling is neglected, and the risk they run extreme. It was but the other night that a man was wounded in one of them, and died without being seen by a medical man. Another man, who was suddenly taken ill, probably with a spasm in his stomach in consequence of exposure to all manner of hardships, died before there was an opportunity of applying to another ship for assistance. The immediate employment of one or two doses of a powerfully diffusible stimulus, in all likelihood would have saved the man's life. This, then, is the third fatal accident in these boats that has come under my own observation. It is an apparent mismanagement, which, however, I fancy is inseparable from the nature of this service. Captain Low, of the navy, who in the absence of our commander, has been taking tea in our gun-room, informs us, that the other day at Campveer, where he strolled for two hours, scarcely a house has escaped damage from our shot or shells: he likewise mentions the celebrated and unfortunate Arthur O'Connor's having made his escape from Campveer in disguise, the night before the capitulation, to Flushing. He is reported to have had very great influence in the place, and to have been virtually the governor of it. The gun-boat, No. 47, on the 31st ultimo, threw into the town from one gun no less than 300 24-pounders in the course of the day. There has been little firing this day between Flushing and our troops. Our loss ashore, we have reason to apprehend, is very considerable.

"August 5th. We are now at anchor about a mile and a half from Flushing.—August 6th. This morning about ten o'clock seven or eight

schuyts, filled with French soldiers, passed from Cadsand to Flushing, notwithstanding the fire of our gun-boats. Two of them have since effected their safe return. We are to-morrow to open on the town from a particular point. To-day, as it has blown a gale of wind, we have been able to do nothing. The result you shall know in my next: in the mean time, there being an opportunity, I send you this detail of what has already happened.

" Believe me, &c.

" W. CULLEN BROWN."

His Majesty's Ship Ætna, August 8, 1809, *off Flushing.*

I presume you have already received my narrative, such as it is, of the transactions here up to the 7th inst. I shall now resume my detail, omitting not to despatch it by the first opportunity.

" August 8th. Noon. It is a charming mild day, well calculated for carrying on our operations ashore; but as yet nothing has been attempted to day, either afloat, or by our land forces. The wise ones afloat begin to accuse the Earl of Chatham of dilatoriness; not knowing the motives by which his lordship's proceedings are actuated. This is John Bull all over. It is to be hoped that the event, as it did Fabius Cunctator's, will justify this seeming tardiness of the Earl. A solitary shot or two have been fired from Flushing at our gun-boats, but without effect.

" August 9th. Eleven o'clock at night. Yesterday afternoon walked to view Middleburg, the capital of the Province. The walk by the water side to Rammekens is exactly similar to that along the Essex side of our own Thames. That from Rammekens along the canal to Middleburg is picturesque and beautiful in the extreme; the country on each side of it being equally productive, and richly cultivated as the meadows of Essex, or the low land of Kent; but, as appeared to me, more variegated in point of scenery. The most bigoted Englishman, however, must admit, that the country houses greatly surpass those of England in neatness and the most perfect cleanliness. The town struck me as being doubtless the most beautiful I had ever seen out of England. The streets are beautifully and regularly paved. The houses all neat, many elegant, and not a few particularly so. The town house, churches, and bridges across the canal, are magnificent. The people dress much in the English stile, especially the better sort of females, who appear more generally handsome than those of London: and the inhabitants, on the whole, appear disposed much in favour of the English.

" During the time I passed in Middleburg, an English officer was brought in from Flushing, said to be very badly wounded. Several waggons also arrived from the same quarter, with wounded prisoners and men of our own, whose groans were pitiable.

" August 10th. Nothing of any consequence on either side has been done this day; except that the 71st regiment have been busied in erecting a three-gun battery, while the enemy have been keeping up a fire, though

but a languid one, to defeat their purpose. An officer of the 71st was unfortunately killed on this occasion yesterday.

"August 11th. Eight o'clock P.M. For nearly two hours a splendid scene has been exhibited here. A division of the squadron, consisting of ten frigates, in passing round from the other side of Flushing to join Sir Richard Keats up the Scheldt, was attacked by the batteries both from the Cadsand side and Flushing, which opened a heavy fire upon them. At the distance of about a mile and a quarter we contemplated the scene calmly and in security; since, being ordered by signal not to throw a shell, it was no object of the enemy to direct their shot towards us, the frigates being the grand object of their aim. These played off their guns on both side, with astonishing rapidity; nor were the enemy less alert ashore. While our ships were thus engaged on one side, the three-gun-battery, thrown up by the 71st regiment, on the other side, kept up a brisk fire upon the town. The rockets also, that were thrown in great numbers from the same quarters made a splendid appearance, and cannot fail to have greatly annoyed the town. What between shells and heavy artillery, afloat and ashore, and the roaring of the rockets, the united sound produced was highly sublime; while the volumes of smoke that darkened the air, and the incessant flashes of fire beaming in all directions, added to the sublimity of the occasion. The damage sustained by our frigates is comparatively trivial, most of the shot from the Flushing side having fallen short of them. Captain Lawless, our commander, has just come on board with intelligence of a shell having burst on board l'Aigle. One man has been killed and another wounded on board of the Amethyst, and the Lavinia's main-mast has been shot. The firing ceased on our ships getting past out of range of the enemy's shot. Last night a French captain of the army, in attempting to cross over from Cadsand to Flushing, was taken prisoner by our guard boats.

"August 12th. Half-past eleven o'clock A.M. I have just returned from visiting my brother Ford on board of the Aigle. The shell, he tells me, passed down through the quarter-deck, and burst in the gun-room abaft the mizzen, close to his own cabin. The splinters flying in all directions shivered to pieces the bulk-heads of the officers' cabins. Several pieces descended into the bread room, and sprung a beam there. Others rising through the main, which they made a kind of riddle of, penetrated the quarter-deck, and one of them actually tore out the bowels of a marine stationed there. The rockets and blue lights, that were stowed away in the after gun-room, were set fire to, and it was a considerable time before it was extinguished. Had not the magazine been fortunately secured by the stream-cable coiled over it, together with a quantity of shot, the ship would unavoidably have been exploded.

"We understand that at Flushing they are actually preparing to inundate the island by cutting the dykes.

"Seven o'clock P.M. We are all in readiness, and waiting orders for commencing the bombardment. The Amethyst, at any rate another of the frigates, has got aground.

"August 13th. We did not commence bombarding till one o'clock to-

day, and kept it up incessantly till five P.M. when we were obliged to desist, in consequence of the strength of the tide preventing our ships being so sprung as to be any longer able to bear on the town. At about half-past two o'clock the Vesuvius bomb-vessel, several gun-brigs, and a variety of gun-boats, as well as men-of-war's launches with twenty-four-pounders, opened a heavy fire upon the place. All the while, our battery ashore continued throwing in rockets without intermission. In the course of our discharging seventy-four 13-inch shells, and thirty-nine of ten inches diameter, we did not observe more than two or three fall into the water, that is, short of the object; they must of course have done much mischief where they burst. On this occasion, one of our men received a pretty considerable wound, apparently as large as that of a musket ball, between two of the ribs, which must have happened in consequence of a scale from the shell, that at the time went off, striking him. On probing it carefully, no foreign body could be discovered. One man also on board of one of the launches has been killed, and five others wounded, from their venturing too near to the batteries. Last night a French general officer, as the preceding night the captain had been, was taken prisoner by our guard-boats. It is expected that we shall resume our bombardment in the course of an hour or two from the present time (5 o'clock P.M.).

" Half-past eight o'clock P.M. They are at present unremittingly employed at our battery ashore, in throwing in rockets and shells to the town, which the darkness of the night renders peculiarly splendid and beautiful. On the tide's slackening, we again resume our miniature operations from the Ætna !

" Ten o'clock at night. We have again commenced our bombarding, reinforced by the Vesuvius bomb.. The enemy will surely find something to do in opposing the united eruptions of Vesuvius and Ætna ! Our battery ashore is annoying the enemy with shells and rockets.

" Half-past eleven P.M. One of the principal churches is now observed on fire. The glare from it illumines the water for many miles round, exhibiting an awfully grand spectacle.

" Between eleven and twelve at night. The steeple of the church has just fallen in with a tremendous crash. The blaze is much in favour of our operations; and the bombardment from the bombs, gun-boats, and battery ashore, has become general and stupendous. We are now obliged to suspend our attack, on account of the tide setting in against us. Fifty-two twelve, and nine ten-inch shells have been discharged (at 2 o'clock A.M.).

" Quarter before four o'clock A.M. August 14th. We are all of us again obliged to turn out of bed to resume our assault.

" Half-past five o'clock. This time we have thrown twenty-four thirteen and eighteen ten-inch shells.

" Ten o'clock A.M. Sir Richard Strachan and Lord Gardiner on the other side of Flushing have weighed anchor with seven sail of the line and passed the town, keeping up a very heavy fire.

" One o'clock P.M. They have kept up the cannonading without intermission till now; while our shells have been as incessantly played off,

Soon after ten o'clock, the Stadt House, and other edifices in the town, were observed to be on fire. Several of the line of-battle ships have been much cut up in their sails and rigging. At one o'clock we were again obliged by the tide to give over our firing; previously to which, however, we had discharged forty-seven thirteen, and forty-eight ten-inch shells.

" Half-past four o'clock P.M. At four o'clock resumed our bombarding, but we have discontinued it in consequence of a flag of truce having been sent to the town. Let off three thirteen, and seven ten-inch shells. Between one and two o'clock, one of the gun-boats having got across the Plover's hawser, in consequence of the strength of the tide, instantly went down; and there is reason to suppose several lives have been lost.

" Nine o'clock P.M. Several distinct fires are now seen burning; and, among others, another principal church. The splendour of the illumination can scarcely be described. The Amethyst is once more afloat.

August 15th. Noon. Last night at half-past 10 o'clock, in consequence of our battery ashore having again opened on the enemy, we recommenced hostilities with great energy. The shells were thrown in by us, by the other bomb-vessels, and the battery ashore, in such rapid succession, that six or seven were repeatedly observed up in the air at the same time, forming together with the rockets a singularly beautiful sight. From the mizzen-top-yard for nearly an hour I had an excellent view of a hot encounter with musketry, between our troops ashore and those of the enemy that had sallied out of the town. The volleys were incessant, and the struggle very obstinate for upwards of an hour; during which they repeatedly retired and advanced. We made ourselves masters of a sand-battery, it seems, between Flushing and our own ashore, in the course of the night. At 12 o'clock at night gave over firing. All this day the white flag has been flying from the main-top-gallant masts; and, of course, hostilities suspended.

" Seventeenth of August. Nothing was done yesterday. The white flag still continued flying; and to-day the town is to be surrendered. Much damage has been done to the town, and many lives have been lost on both sides.

" This is all I can communicate, and you may rely on its authenticity.

" Yours, &c.

" W. CULLEN BROWN.

(To be continued.)

PLATE CCXCIII.

THE annexed Plate, presenting a view of the Government House, in Funchal, the town residence of the Governor of Madeira, is from a drawing of Mr. W. Westall's.

The rooms of the house are large, but they are not well furnished; and every thing that they contain, intended as ornamental, is extremely clumsy. On the walls of the principal room are paintings, representing the landing, and subsequent fate of Machin, the supposed discoverer of the island of Madeira; a circumstance which gives weight to the story of that adven-

turer; as, if the Portuguese had been the first who landed on the island, it is not likely that they would allow it to have been discovered by an Englishman.*

Funchal, or Funchial, said to be so called from the quantity of fennel (*funcha* in Portugues), is well known as a sea-port and the capital of the island of Madeira; in a valley, on the south coast of which it is situated. It contains six parishes, as many convents, and several chapels and hospitals. The streets are in direct lines; and the houses are neat, with lath-work windows, the interstices of which are sufficiently wide for those within to see and to be seen. The harbour towards the sea is well defended by a castle and several batteries; but on the land side it is much exposed; a great oversight in the engineer, as there are several bays, at a very short distance, where an enemy might safely disembark, and march thence to the very walls without opposition.

ERRATA.

In the article describing the second plate in our last number, page 131, line 15, from the top for East read *West*, and line 16, for West read *East*.

NAVAL LITERATURE.

The Young Sea Officer's Sheet Anchor; or a Key to the Leading of Rigging, and to Practical Seamanship. Longman.

THIS work has been deservedly recommended by many of the best and most experienced officers in the British navy, and is also patronised by the Admiralty, and the East India Company. It contains 111 large

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* Most readers are acquainted with the tradition here alluded to. In the fourteenth century, Machin, or Macham, an English gentleman, became enamoured of the heiress of the noble family of D'Arcy; the friends of the lady, averse to the match, married her to a more favoured suitor; but Machin, determined on possessing the prize, engaged some trusty followers, carried her off by force, and, embarking with her at Bristol, put to sea. After encountering much tempestuous weather, he was driven on the coast of Madeira; where, in consequence of the illness of his mistress, he and some of his attendants landed. The lady died, and was buried in the island; and, in consequence of the ship having been driven out to sea, Machin was afterwards under the necessity of throwing himself on the mercy of the waves, in a boat, or canoe, which he constructed of one of the large trees with which the island was then covered. He was thrown upon the shore of Africa, and taken by the Moors, who sent him as a present to the King of Castile.—The story is admirably told, in CLARKE's "*Progress of Maritime Discovery;*" and Madame De Genlis has founded an agreeable little romance on the subject; though certainly without increasing the interest which the simple historical narration so forcibly excites.

quarto plates, on which are accurately delineated, in 587 figures, all the different parts of the rigging, the various positions of the ship, sails, shrouds, masts, yards, tackles, ropes, cables, anchors, tacks, buoys, compass, &c. with ample directions for splicing of ropes, making of sails, and many other serviceable labours. We should, however, have recommended to the author, to give the dimensions of the sails, cables, anchors, &c. according to the tonnage of the vessel, and the mode of rigging adopted; an addition which would greatly have increased the utility of the performance.

Naval Court Martial.

TRIAL OF ADMIRAL LORD GAMBIER.

(Continued from page 130.)

THE DEFENCE.

Mr. President—I thank you, Sir, and the rest of the Members of this Honourable Court, for having complied with my request, that a short interval might be allowed me before I entered on my defence. I have also to express my satisfaction, that the whole of my conduct and proceedings in Basque Roads, is now under your consideration, in consequence of my having applied for this court martial. The necessity of this must be evident: either I had to adopt this measure, or by a tacit acquiescence in the insinuations thrown out against me by Lord Cochrane, have compromised not only my own honour, but also that of the brave officers and men under my command. The proceedings of the court will shew, whether any misconduct has existed in the execution of the service under consideration: if any has existed, of which I am perfectly unconscious, it is right that the nation should know it; not as resting on the unsupported opinion of an individual, but on the unprejudiced judgment of this tribunal. I was prepared, when I first came before you, with what appeared to me a complete justification of my conduct and proceedings as commander-in-chief of the Channel fleet, employed in Basque Roads, between the 17th of March and the 29th of April last, to which your inquiry is directed; but I could not be aware of the oral testimony that was to be brought forward in support of the charge which their lordships have, at the instance of Lord Cochrane, been induced to make against me, namely, that on the 12th of April, the enemy's ships being then on shore, and the signal having been made that they could be destroyed, I did for a considerable time neglect, or delay, taking effectual measures for destroying them. I was ready to admit, that from the time of my observing, on the morning of the 12th, the situation of the enemy, communicated to me also by signal from the Imperieuse, some time did elapse before the enemy's ships were attacked; but I was prepared to prove, most incontrovertibly, that no neglect or unnecessary delay took place in effecting the destruction of these ships; and I have now the satisfaction to find, that out of all the officers of the fleet summoned on this trial, the charge rests on the unsupported, and I may say already refuted, testimony of the captain of the Imperieuse.

I believe there is not a precedent to be found in the naval annals of Great Britain, of an officer of the rank I have the honour to hold, com-

manding a fleet which has performed so important a service as that accomplished under my direction—approved as that service has been, by the Board of Admiralty, and considered by his Majesty's government as deserving the thanks of both Houses of Parliament, being obliged, from a sense of what is due to his own character and honour, as well as the profession to which he belongs, to appeal to a naval tribunal, against the loose, indirect accusations of an officer so much his inferior in rank. I am warranted in saying, that the execution of this service was approved by the Board of Admiralty; because in a letter from their lordship's secretary, dated April 22, acknowledging the receipt of my public despatches on the occasion, he says, he is commanded by their lordships to congratulate me on the brilliant success of the force under my command, in the attack of the enemy's ships in Isle d'Aix Roads, by fire-vessels, and subsequently by detachments from my fleet, which terminated in the capture and destruction of four of the enemy's ships, and to signify their lordships' directions to me, to express their approbation of the great exertions of Rear-admiral Stopford, Sir H. Neale, and the several other officers mentioned by me as having been most actively employed, and having particularly distinguished themselves upon this important service. Lord Cochrane, however, warned the noble lord at the head of the Admiralty, that if this measure were attempted, he should, if standing alone, oppose it so far as regarded the commander-in-chief; thus without specifically objecting to the thanks being given for the service performed directing his hostility personally at me, and making his attack as publicly, though not so fairly, as if he had at once exhibited formal charges.

Lord Cochrane, as a member of Parliament, may most assuredly support or oppose public measures, as he shall think proper. In the present proceedings, however, he stands in the situation only of an officer serving under my command, as appears by the following letter to me from the First Lord of the Admiralty:—

[This letter, dated May 29, states the suspension of the motion for the vote of thanks, in consequence of Lord Cochrane's objection; and that it had been found expedient to call upon Lord Cochrane to state his grounds of objection.]

Whether Lord Cochrane supposed he might with impunity endeavour to lower me in the opinion of my country and my Sovereign, signal marks of whose favour had at this instant been exclusively conferred upon himself—whether his lordship thought he could exalt his own reputation at the expence of mine—and whether he expected that his threat would intimidate me to silence, I know not. But if these were his ideas, I assure myself the result will appear to him that they were founded in error; for I will never permit any man to proceed as Lord Cochrane has done, without availing myself of the means which the laws of my country afford, to shew the futility and injustice of such an attack. By the letter of the secretary of the Admiralty to Lord Cochrane, after making his undefined accusation against his admiral, he excuses himself from explanation by a general reference to the log and signal books of the fleet, without knowing, if I may judge from the imperfect state of his own log, what that general reference might produce. Therefore, because he does not accord with me in opinion, Lord Cochrane, whose extent of responsibility has, perhaps, never exceeded the charge of a single ship, and to whom in judgment I will not reduce my experience to a comparison, becomes my accuser; whilst, from my situation, I am responsible for every act of my fleet, and for the fate of every ship composing it. I am so confident, and I hope it is already evident to the Court, that Lord Cochrane has no cause whatever for accusing me of any dereliction of duty, that it might almost be supposed something had

occurred in my personal conduct towards his lordship which had afforded him grounds of dissatisfaction. The contrary, however, is the fact. More liberality could not have been shewn than Lord Cochrane received at my hands; and although a considerable degree of disappointment was manifested throughout the fleet on his arrival to conduct the service to be performed by fire-vessels, yet every officer in the fleet rendered him the most steady assistance, not only in valuable suggestions, the entire credit of which seems to have been assumed by his lordship, but by every other means that zeal and courage could afford. Lord Cochrane, on presenting himself to me after the action, was general in complaint of the officers who commanded the other ships engaged, at the same time with himself, in the attack of the enemy; but having equal means with his lordship of judging of the conduct of those officers, I do aver that it was highly meritorious. At the time Lord Cochrane made this general complaint, I had not the smallest suspicion that there existed in his mind those sentiments of disapprobation of my conduct, which, by his proceedings since his return home, I am to suppose he then entertained. It would, in such case, have been liberal, and I think also his duty, to have communicated to me to that effect. I should then have been enabled to have guarded in some measure against his attack upon my character, on his arrival in England. I scarcely need observe in this Court, that however highly courage is to be valued in an officer, it is always incomplete in its consequences without the equal exercise of judgment and discretion; it being the duty of a commander not only to destroy his enemy, but to accomplish that destruction with the least possible loss on his part: and I submit to the Court, whether there ever was a service which, under all circumstances, more required the exercise of those qualities than the one in question. The effect produced exceeded my most sanguine expectations; and I believe the expectations of the whole fleet. The points under the consideration of the Court appear to be the following:—Whether the lapse of time between the discovery in the morning of the enemy's ships being on shore, and the attack, was not, under all circumstances, absolutely necessary for the advantageous accomplishment of the intended service;—whether it was not my duty as commander-in-chief, to be governed by a general view of the whole of those circumstances, rather than yield to the suggestions of one, and that a very junior officer;—and whether an earlier attack would have been attended with greater advantages;—in short, was there not accomplished, at the time the attack was made, all that could at any time have been effected. It is in support of these propositions, I undertake to shew, as indeed is already in evidence before you, that had I not delayed sending in the ships to the attack until the time I did, the loss of ships and of the lives of valuable seamen would, in the opinion of all the officers of the fleet, have amounted to a large proportion of the force so employed. And yet, it seems, that I am now represented as deserving of censure, for having prevented that wanton destruction: but I am satisfied the Court will, by the result of their investigation, find, that not a single additional ship of the enemy would have been destroyed by a more early adoption of those measures which it is imputed to me I delayed or neglected. I shall now proceed to the direct matter of inquiry and charge, to which my letter to the Lords Commissioners of the Admiralty, of the 10th of May, partly applies. This letter was written on my being informed that my public despatch of the 14th of April had been considered as not sufficiently explanatory; but even that letter proves short of what has now become necessary to submit to the Court, put as I am on my defence. I will venture here to express my firm conviction, that during the whole period which is the subject of inquiry, and more particularly on the very day on which I am charged with a dereliction of duty, it will be

found by this honourable Court, that in the previous arrangement I exerted the utmost faculties of my mind to prevent any circumstance escaping me which forethought could dictate; and that at the time of attack I acted with all the zeal for the success of the service an officer could evince, whose duty it was to consider the proper application and preservation of his own fleet, as well as the destruction of that of the enemy.

The squadron under my command, including the advanced frigates, had been driven from their station off Brest, by the continued prevalence of tempestuous westerly winds, it was on my return off that port, on the 23d of February, that I ascertained the escape of the French fleet; I had no information of the time when the enemy escaped from their port, or of the course they had taken, consequently had no grounds upon which I could exercise any discretion. This reduced me to the unavoidable necessity of following my orders, which, in such an event, distinctly directed me to detach the senior flag officer, with such force as I might conclude was equal to the enemy: and to return myself to Cawsand Bay for further orders. I accordingly detached Sir John Duckworth, with eight sail of the line and a frigate, in pursuit of the French fleet, on the course pointed out in their lordships' orders before referred to, which left me with the Caledonia alone, in the mortifying situation of being obliged to return to port. I refer back to this event, in order to shew why the Caledonia, bearing my flag, became detached from the fleet. In proceeding to Cawsand Bay, the Naiade joined me off Falmouth, when Captain Dundas informed me, that the enemy's fleet from Brest, consisting of eight sail of the line and two frigates, had entered Basque Roads, on the 24th of February, where they had been reinforced by the four sail of the line and two frigates, previously lying in the Aix Roads. This communication being made to the Admiralty, I received orders from their lordships, on the 3d of March, to put to sea with the Caledonia, Tonnant, Illustrious, Resolution, and Bellona, together with any frigates and smaller vessels under my command, that might be ready for sea at Plymouth, to form a junction with Rear-admiral Stopford, commanding his Majesty's squadron off Rochfort. On my arrival off Rochfort on the 7th of March, I found that Rear-admiral Stopford, with the Cæsar, Defiance, Donegal, and four frigates, had, in the course of the 24th of February, been joined by Captain Beresford, with the Theseus, Triumph, Valiant, Revenge, and one frigate, and shortly after by the Hero; and that the French fleet had moved from Basque into Aix Roads, and taken anchorage there with eleven sail of the line and four frigates. In consequence of the intricacy of the navigation, one of their ships was totally wrecked. Judging that the occupation of Basque Roads by the fleet under my command would be most effectual, either for blockading the enemy, or for carrying on offensive operations, should they prove practicable, I immediately ordered some of the masters of the fleet to proceed in, and to take every advantage of weather, in sounding and surveying the anchorage, in order to ascertain the part most advisable to be occupied by a fleet of the magnitude of that under my orders. On the 15th of March I issued the following general order to the fleet:—

General Orders.—When the fleet takes an anchorage in Basque Roads, the starboard division will anchor in a line E. by S. from the Caledonia, and the larboard division will anchor in a line W. by S. from her. The ships are to be moored, the anchors to be placed E.N.E. and W.S.W. from each other, with the small bower to the westward, and the ships are to be at the distance of two cables' length from each division. The frigates and brigs are to be placed one mile distance in advance, either towards the Isle of Aix, or the town of Rochelle, according to the direction in which the wind blows; and some of them will be farther advanced after the close of

day. As an additional guard against any attempts the enemy may make with fire-vessels against the fleet, every ship is to be held in constant readiness for action, at all times, on the shortest notice; every preparation is to be made, and kept in constant readiness, to resist and frustrate the attempts of the enemy by the means of fire-ships or vessels; and the ships are always to be ready to slip their cables, if it should be necessary, leaving buoys upon them. Two boats from each ship are to be held constantly with fire grap-nails in them on board the advanced frigates, to tow off fire-vessels: the boats are to go on board the advanced frigates every night soon after sun-set, and to remain the night under the orders of the captain having the charge of the advanced guard; they are to return to their proper ships in the morning. Two brigs are to be advanced beyond the frigates with three boats, each of which are to row guard in moderate weather, and when the wind blows from the eastward, and a vigilant look-out is to be kept upon the movements of the enemy from all the ships and vessels of the advanced guards. If any of the enemy's vessels approach the fleet, they are to be fired at; and if they are suspected to be fire-vessels, blue lights are to be immediately burnt as a signal thereof. If the enemy's ships of the line are discovered to be in motion, rockets are instantly to be thrown up to apprise the fleet. In either case the frigates will get under sail, and act in such a manner as may be most suitable to counteract the operation of the enemy, and assist the fleet in any way they may be able. Given on board the Caledonia, at anchor, 15th March, 1809.

To the respective Captains. GAMBIER.

On the 17th of March the fleet anchored in Basque Roads, and was moored in a line, as directed by the general order. The enemy's ships lay at the distance of about six miles, in compact lines, and the most distant ship of each line within point blank range of the batteries on the Isle of Aix, with their frigates advanced towards the entrance of Aix Roads. This compact position of the enemy was evidently taken to avoid the shoals around the anchorage. The nearer and more distinct view I now obtained of the enemy's position, confirmed me in my opinion of the impracticability of a successful attack upon their ships by the fleet. I was also satisfied, that the only way of attacking the enemy was by means of fire-ships; which I suggested in my letter to the first Lord of the Admiralty, written four days after my arrival at Rochefort, as follows:—

" MY DEAR LORD, *Caledonia, March* 11, 1809.

" The advance work between the Isle of Aix and Oleron, which I mentioned in my last letter, I find was injured in its foundation, and is in no state of progress. That is, therefore, no obstacle to our bombarding the enemy's fleet, if you should be disposed to make an attempt to destroy it. A trial was made six years ago, when a Spanish squadron lay at the same anchorage; but without effect. The report of it you will find in the Admiralty. It was made by Sir Charles Pole. The enemy's ships lay very much exposed to the operation of fire-ships. It is a horrible mode of warfare, and the attempt very hazardous, if not desperate; but we should have plenty of volunteers for the service. If you mean to do any thing of the kind, it should be with secrecy and quickness; and the ships used should not be less than those built for the purpose, at least a dozen, and some smaller ones. Yours, my dear Lord, &c.

" GAMBIER."

This letter was received by his lordship on the 19th of March, who indeed had anticipated my sentiments, as appears by the following letter from their

lordship's secretary, already before the Court; but which I will here recapitulate, in order to preserve the chain of my narrative:—

[Most secret.]

" MY LORD, " *Admiralty Office, March* 19, 1809.

" I am commanded by my Lords Commissioners of the Admiralty to acquaint your lordship, that they have ordered twelve transports to be fitted as fire-ships, and to proceed and join you off Rochefort; and that Mr. Congreve is also under orders to proceed to your lordship in a coppered transport (the Cleveland) containing a large assortment of rockets, and supplied with a detachment of marine artillery instructed in the use of them, and placed under Mr. Congreve's orders. That the bomb-vessels named in the margin (Ætna, Thunder, Vesuvius, Hound, and Fury) are likewise under orders to fit for sea with all possible expedition, and to join you as they may be ready. That all these preparations are making with a view to enable your lordship to make an attack on the French fleet at their anchorage, off Isle d'Aix, if practicable; and I am further commanded to signify their lordships' direction to you, to take into consideration the possibility of making an attack upon the enemy, either conjointly with your line-of-battle ships, frigates, and small craft, fire-ships, bombs, and rockets; or separately by any of the above-named means.

" You are to man the fire-ships with volunteers from the fleet, intrusting the said ships in charge of officers of the rank of commander, who may happen to be present, and shall volunteer their services on this occasion. But as it is not likely there will be officers sufficient of that rank to command all the fire-ships, you are to make up the deficiency by such lieutenants of the line-of-battle ships as shall volunteer their services, giving the preference to the first lieutenants; and when the said fire-vessels are manned by volunteers from the fleet, you are to cause their original crews to be received on board the ships of your fleet. And in the event of the said fire-ships being destroyed, you are to send home the said men, in order to their being discharged, furnishing them with such certificates, or protections, as shall secure them from being impressed into his Majesty's service. You are also to hold out to the volunteers, and the officers to whom the command of the fire-ships may be intrusted, every expectation of reward in the event of success.

" It is their lordships' further direction that you state to me for their information, whether any further augmentation of force of any description is, in your opinion, necessary, to enable you to perform this service with full effect, that it may be prepared and forwarded to you without a moment's delay; their lordships having come to a determination to leave no means untried to destroy the enemy's squadron.

" In order to give your lordship every information on this important subject, my lords have directed me to enclose to you a copy of a paper, drawn up by Sir Richard Keats, in 1807, proposing a mode of attacking an enemy's squadron under Isle d'Aix. I have the honour to be, my lord,

" Your lordship's most obedient humble servant,

" W. W. POLE."

" *Admiral Lord Gambier, off Rochefort.*"

" P.S. The fire-ships are expected to sail from the Downs to-morrow, and the rocket-ship from the Nore about the same time.

" Six additional transports are ordered to be forwarded from Plymouth to your lordship, and the Board of Ordnance are desired to send a ship, with combustible matter sufficient to fit the said transports as fire-ships,

and also to put on board her an assortment of carcasses for 24-pounders, and of Valenciennes composition, to be used at your lordship's discretion."

Before I received this letter, and not doubting that the means necessary for assaulting the enemy by fire-ships would be afforded me agreeably to my suggestion, I used every opportunity of making myself acquainted with the impediments of the navigation, by sending the master of the fleet, and the master of the Caledonia, to sound and survey the Channel.

On the 25th I issued the following General Order to the fleet:—

GENERAL ORDER.

"If at any time one or more of the enemy's ships should take the advantage of a favourable wind and tide, and attempt to pass the fleet, the captain of the ship or ships nearest to which the enemy may pass, are immediately to cut, or slip in pursuit of them, and use their utmost endeavours to bring the enemy to action, but no greater number than those of the enemy are to continue the pursuit, and if more of the King's ships should have slipt than those of the enemy, the sternmost are either to return or anchor again immediately, and shew the distinguishing lights when in the presence of the enemy.

"Should more than four or five ships of the enemy attempt to pass through the fleet, the admiral will probably make the signal for the whole fleet to chase, when every ship is instantly to cut or slip their cables.

"Should any of the enemy's frigates make the same attempt, the advanced frigates are in like manner to pursue them.

"*Caledonia, in Basque Roads,* "GAMBIER."
25th March, 1809."

On the 26th of March, I received the Admiralty directions of the 19th, above referred to, and to which I answered as follows.*

On the 27th of March I went myself in the Unicorn, with Sir Harry Neale, the captain of the fleet, and Captain Bedford, of the Caledonia, to reconnoitre the enemy's fleet, and the fortifications of the Isle d'Aix, which appeared, notwithstanding Lord Cochrane seeks by his evidence to make a contrary impression, to be of considerable force. Observing that the enemy were resuming their works on the Buoyart shoal, with the view of affording to their fleet in Aix Roads an additional protection, I sent in the Amelia and Conflict on the 1st of April, to disperse the people employed on these works, which service they effected. On the 3d of April, Lord Cochrane arrived with the Imperieuse frigate, and by his lordship I received the following directions from the Admiralty.

[These directions merely stated the detention in the Downs by contrary winds, of the vessels that had been promised; and communicated their lordships' orders for the employment of Lord Cochrane.]

That the service might proceed with the utmost celerity, I ordered eight of the largest transports then with the fleet, to be selected and prepared as fire-ships, in lieu of the six expected from Plymouth, that they might be ready to act with the twelve from Woolwich, immediately upon their arrival. These, with the Mediator, were accordingly fitted by means of rosin and tar, fortunately found on board some chasse marées, recently captured, and other combustible materials furnished by the fleet. This service was performed under the immediate superintendance of the captains of the line-of-battle ships, who evinced the most unremitting activity

* Lord Gambier's letters, here alluded to, appear at pages 108 and 109, of the present Volume.

upon the occasion. Upon the 10th of April, at half-past four P.M. the Beagle arrived, with the twelve fire-ships from England. When I issued orders to the commanders of sloops and first lieutenants of line-of-battle ships which I had prepared, it was found altogether impracticable to proceed to the attack on the night of the 10th, though much pressed by Lord Cochrane, and it may be considered a most fortunate circumstance that the attempt was deferred; for it appears by a general order found on board one of the enemy's ships, and now delivered into court, that the French, to protect their fleet from attack, had equipped 73 launches, and other boats, in five divisions, to guard it from surprise during the night, and to tow off our fire-ships on their approach; and the tranquillity of the 10th would have afforded the enemy full opportunity of availing themselves of this protection; but of this they were deprived, by the very blowing weather on the subsequent night, when the fire-ships were sent in. I have here to notice, that some days previous to the attack, I had, to deceive the enemy, adopted the precaution of ordering out of the Roads vessels of every description, that were not to be engaged in the intended operations.

To assist and support the fire-ships, the following disposition was made of the whole force, in frigates and small vessels:—

The Unicorn, Eagle, and Pallas, I directed to take a station near the Buoyart Shoal, for the purpose of receiving the crews of the fire-ships on their return from the enterprise, to support the boats of the fleet which were to accompany the fire-ships, and likewise to give assistance to the Imperieuse, which ship was somewhat farther advanced. The Whiting schooner, and the King George and Nimrod cutters, were fitted for throwing rockets, and were also directed to take a station near the shore. The Indefatigable and Foxhound sloops, and Ætna bomb, being the only bomb-vessel that had then arrived, were ordered to place themselves as near the fort on the Isle of Aix as possible, the two former to protect the bomb, while she threw shells into the fort.

The Emerald, Dotterell, Beagle, Insolent, Conflict, and Growler gun-brigs, were stationed to make a diversion at the east end of the Isle of Aix: the Redpole and Lyra I directed to be anchored, one near the Isle of Aix, and the other near the Buoyart, with lights hoisted, and properly screened from the enemy's view, to guide the fire-ships in their course to the attack. Thirteen explosion vessels, which had been proposed and prepared by Lord Cochrane, were under his lordship's immediate direction to precede the fire-ships in the attack. Their explosion was to point out a proper time for the officers commanding the fire-ships to set fire to their respective vessels; and to intimidate and prevent the enemy from towing off the fire-ships, the boats of the fleet, under the superintendence of Rear-admiral Stopford, were ordered to assemble alongside the Cæsar, to proceed to assist the fire-ships; and I issued the following General Order, and gave the officers commanding fire-ships full instructions for their proceedings:—

MEMORANDUM GENERAL.

"The fire-ships are to proceed to the attack the ensuing night, the exploding vessels will close with the Imperieuse. The fire-vessels will move from their anchors at half-past seven o'clock. In running in, they are to have the two lights of equal height, which will be shewn on board a vessel placed for that purpose on the starboard hand, and to leave the two lights perpendicular, which will also be shewn by another vessel placed for that purpose on the larboard hand.

"The frigates, &c. which are to protect and receive the officers and crews of the fire-ships will shew four lights perpendicular, and the Impe-

rieuse will probably anchor near the Buoyart, and shew five lights perpendicular.

" If the wind should shift before the fire-ships proceed to the attack, or from other circumstances it should be postponed, the Caledonia or the Imperieuse will fire a gun and shew three lights in a perpendicular position.

" Caledonia, in Basque Roads, April 11, 1809.

" GAMBIER."

" *To the respective Captains, &c.*"

With these preconcerted arrangements, the fleet was at this time unmoored, in readiness to render any service that might be practicable; but being unavoidably anchored in a strong tide way, with the wind blowing hard from the N.W. upon the weather-tide making, it was again moored, to prevent the ships falling on board each other.

At about half-past eight P.M. the explosion-vessels and fire-ships proceeded to the attack; at half-past nine two of the explosion-vessels blew up; and at ten most of the fire-ships were observed to be on fire, the enemy's forts and ships firing on them. Many of the fire-ships were seen to drive through their fleet, and beyond the Isle d'Aix. The night was extremely dark; it blew a strong gale with a high sea, and the service thereby became of such increased hazard as scarcely to admit of a hope of the officers and men ever returning.

It is right I should here observe, that, although from these and other untoward circumstances, several of the fire-ships failed in their object, I could not discover (after the fullest investigation) that blame was imputable to any of the officers who commanded them.

The explosion-vessels, conducted by Lord Cochrane in person, also failed in their object, as will be seen by a reference to the small chart I now deliver into court, which points out where two of them blew up: the third broke adrift, and did not explode.

The situation in which, and the time when these vessels blew up, proved prejudicial to the enterprise in several respects. Their premature explosion, contrary to the expressed intention of Lord Cochrane, that they should blow up in the midst of the enemy's boats, to deter them from towing off our fire-ships in their approach, served as a warning to the enemy, whose ships were observed instantly to shew lights; and several of the officers who commanded the fire-ships not doubting but that the explosion had taken place near to the enemy's fleet, steered their ships and set them on fire accordingly, by which means several were in flames at a greater distance from the enemy than was intended, and so as to endanger our advanced frigates. In fact, had not Captain Wooldridge, and some of the other officers, wholly disregarding the explosion, taken their fire-ships in a proper direction for the enemy, it is more than probable that none of them would have produced any effect whatever on the enemy's fleet.

But although not one of the enemy's ships was actually destroyed by means of fire-ships, yet the terror excited by their approach induced the enemy to cut their cables, and exposed them, by their running aground, to the attack which ensued.

I now come to the proceedings of the 12th of April, which commence with the signal that the enemy could be destroyed, and which destruction it is imputed to me I delayed or neglected.

At forty-eight minutes after five A.M. the Imperieuse then about three miles from the enemy, and about the same distance from the Caledonia, made the signal to me by telegraph, that " seven of the enemy's ships were on shore, and that half the fleet could destroy them."

The actual situation of the French fleet, at that time, was this:—Seven of their ships were on shore on the Palais, two had escaped towards the

Charente, and two lay either at their original anchorage, or a very little removed from it, with their broadsides bearing upon any thing that might approach, to attack the ships on shore.

I ordered the fleet to be unmoored immediately; the wind was at N.W. and the tide was then nearly at the last quarter ebb, and much too far spent to admit of a force being sent in, so as to effect any thing, with the possibility of returning in case of disaster, before the making of the flood, which would effectually have locked up our ships within the enemy's confined anchorage during the whole of that tide. Here they would have been exposed, not only to the point-blank shot from the batteries, but also to the broadsides of the abovementioned two line-of-battle ships then lying in Aix Roads, and which, even without assistance from the batteries, must have entirely crippled every one of our ships in their approach through so narrow a channel; besides which, some of the grounded ships were sufficiently upright, and so situated as to enable them to bring their guns to bear upon the entrance.

I would here submit to the Court, whether the idea which appears to have been entertained by Lord Cochrane, that a force could have been sent in so as to have arrived before low water in the morning, was not in itself preposterous and impracticable.

Upon the fullest consideration that no possible attempt could be made until the tide had flowed for some time, unless a previous change of wind should take place, all I had to do was to make every preparation for the attack on the enemy's grounded ships; accordingly I made the signal for the fleet to weigh, and the rear-admiral and captains being assembled on board the Caledonia, I gave orders to the commander of the Ætna, the only bomb present, to proceed as soon as the tide would permit that vessel to approach near enough to bombard the enemy's ships; I at the same time ordered the Insolent, Conflict, and Growler gun-brigs to accompany her, and directed the captains of the Valiant, Bellona, and Revenge, with the frigates, to take an advanced anchorage as near as possible to the Buoyart shoal, to be in readiness to proceed to the attack as soon as the water had sufficiently flowed to enable them to do so.

At between 9 and 10 A.M. which was much before the flood was sufficiently made to commence effective operations, the fleet ran in, and came to an anchor within about three miles distance from the enemy's fortress of Aix; the three ships before-mentioned, with the frigates, anchored about a mile nearer to the Buoyart, but the bomb and brigs did not come to.

As the flood tide made, three of the seven ships which had grounded on the Palais shoal, and were the farthest from us, being lightened, succeeded in warping off, and made for the Charente.

The two line-of-battle ships still at their anchorage, in the situation before described, took at the same time advantage of the flood, and proceeded likewise towards that river. Most, if not all, of these five ships now ran aground at the mouth of the Charente, and were never assailable.

These movements of the enemy's ships were not, as I submit to the Court, to be prevented by any means that I could adopt with the smallest chance of success, and without his Majesty's ships being put to the most unwarrantable peril, and when, as Rear-admiral Stopford has, in his evidence, on the part of the prosecution, most emphatically described, "Ours would have been all the loss, and the enemy's all the advantage."

The wind blew directly in, so that in the event of our ships being crippled, while the flood-tide was running, which appeared inevitable, it would have been impossible for them to have worked out, or to have retreated to an anchorage out of the reach of the enemy's shot and shells;

the consequence of which could scarcely have been less than their utter destruction.

These serious impediments induced me to delay the attack until the latter part of the flood, in order to give any ships, which might be disabled on their approach, a chance of returning, by means of the receding tide.

Had the wind been favourable for sailing both in and out, or even the latter only, there could have been no doubt that the sooner the enemy's ships were attacked the better.

And I think the Court will allow that I am completely borne out, in what I have stated, by the sentiments which it will be proved were expressed to me by Lord Cochrane when he came on board the Caledonia after the action; that had I acted upon his signal, and sent in at that time half the fleet, he calculated upon the loss of three or four of his Majesty's line-of-battle ships. And I have moreover to observe, that it, in defiance of the obstruction of the other ships of the enemy, I had sent in a force, before the three ships had warped off the Palais shoal, it is a positive fact that it could not have advanced to the attack of those three ships, on account of the shoal water.

It appears by the log-book of the Imperieuse, that at thirty minutes past eleven she weighed and ran in, in company with the Ætna bomb and a gun-brig. The fact is, that the Ætna passed the Imperieuse while at anchor, about one, and that she began the attack some time before the Imperieuse arrived up; half an hour afterwards the Imperieuse and the Beagle followed the Ætna and gun-brigs in to the attack, and between ten minutes before and seven minutes after two, as will be seen by a reference to the log-books upon the table, I ordered the Indefatigable, Unicorn, Aigle, and Emerald frigates, with the Valiant and Revenge (and the Pallas a few minutes later) to weigh; Captain Bligh, the senior officer, having some hours before received my directions for his proceeding against the enemy.

The Imperieuse opened her fire at about twenty minutes after two, the Aigle at three, and the other ships as soon after as the flowing tide permitted.

In consequence of strong north-westerly winds, the flood-tide continued running until past three in the afternoon, which Lord Cochrane has not noticed in his evidence.

In my letter of the 10th of May to the Admiralty, I could not state these circumstances so minutely as I am now enabled to do, by a reference since made to the log-books.

At ten minutes after four P.M. the enemy's ship Calcutta, and the Ville de Varsovie and Aquilon about an hour after, were taken possession of by the boats of the advanced squadron, and set on fire, as soon as the prisoners were removed: a short time after le Tonnerre was burnt by the enemy. This ship is admitted, by the evidence of Lord Cochrane, to have been out of the reach of our fire; and it is a notorious fact that the three-decker, and the other two ships that got afloat, had been aground at some distance beyond the Tonnerre.

In this manner the Court will find, that the four ships capable of being attacked at the time the signal was made (if the Tonnerre may be so considered, of which I doubt) were completely destroyed; the other three of the seven first on shore never having, as I have already stated, been in a situation to be assailed.

And I venture most positively to assert, that the destruction of those ships would not have been effected, if I had not delayed the attack until the time I did.

At the close of the afternoon, I judged it advisable to follow up our suc-

cess by an attack upon the five ships that had escaped to the mouth of the Charente, which I thought it might be possible to effect during the night. I therefore sent Rear-admiral Stopford, in the Cæsar, with the Theseus, and the fire-ships and boats of the fleet, with Mr. Congreve's rockets, and gave the rear-admiral discretional orders to proceed as he should think fit, and according as circumstances should render it expedient.

Scarcely had the Cæsar reached Aix Road, before she grounded, and lay in a very perilous situation (as has been deposed by the rear-admiral) exposed also to the point-blank shot from the batteries.

The rear-admiral perceiving that nothing could be effected by the line-of-battle ships, all of which had grounded (as had also some of the frigates) and that they lay in imminent danger, and satisfied that if any thing further could be effected towards the destruction of these ships, it could only be by smaller vessels, he therefore very judiciously, before day-light on the 13th, availed himself of a providential shift of the wind, which enabled him, when the line-of-battle ships floated, to extricate them from that danger, and to return to Basque Roads.

Captain Bligh, of the Valiant, also on his return reported to me, that it was found impracticable to destroy the three-decked ship, and others which were lying at the entrance of the Charente, as the former (which was the outer one) was protected by three lines of boats placed in advance from her.

In addition to the incontestible proofs already adduced of the impracticability of effecting any further destruction of the enemy's fleet, I will advert to the high professional character of Rear-admiral Stopford, and Captains Beresford, Bligh, and Kerr, who cannot, for an instant, be supposed likely to omit any circumstance that could effect the object for which they were sent by me into Aix Roads; and I am morally certain that they did not withdraw their ships until it was wholly impracticable to annoy the enemy further, or until it appeared to those officers that the destruction of their own ships would be the certain consequence of their longer continuance in Aix Road.

Lord Cochrane remained in the Road of Aix during the 13th and 14th, accompanied by the Pallas frigate, the sloops and gun-brigs, and Ætna bomb; but nothing was attempted by the frigates. During the 13th the Ætna was employed in throwing shells, the Whiting schooner in firing rockets, and the other small vessels in firing upon the enemy's ships on shore, when the tide permitted them to approach. On the 14th, having by signal directed the Imperieuse to join me, I ordered Captain Wolfe, of the Aigle, to take the command of the small vessels advanced; these, with the Ætna continued firing on the enemy's ships at the entrance of the Charente, as opportunity offered, during the remainder of the day, but without effect.

On the 15th I despatched Sir Harry Neale to their lordships, in the Imperieuse, with my public letter of the 14th of April, giving an account of the service which had been performed.

From the 15th to the 24th, the attack on the enemy's ships on shore at the mouth of the Charente was continued by the bombs (the Thunder having arrived on the 19th) assisted by the small vessels, as wind and weather permitted; but the enemy had, by throwing overboard their guns and stores, got so high up, that even the gun-brigs and other vessels of light draught frequently grounded in their endeavours to approach, and never could get sufficiently near to produce any effect.

The orders of the Lords Commissioners of the Admiralty to me of the 14th of April, to detach two squadrons of four ships of the line each, to cruise for the purpose of intercepting the French ships which had escaped

from L'Orient in February, having, with the other orders which I received from their lordships between the 17th of March and 29th of April, been read upon opening the court; I take occasion to observe, that I had anticipated the orders of their lordships in this respect, and the success in the operations of the 12th, without the loss of any of the king's ships, having enabled me to do so, I had previously appointed two squadrons for that service, one of which had actually sailed before I received the orders of their lordships thereupon.

Lord Cochrane states, that seventy-four-gun ships may go into an inner anchorage between the Buoyart shoal and the Pallas at any time of the tide.

He asserts also that the tide rises only from ten to twelve feet. By the French chart which he produced to confirm his deposition, it appears that there is a bank to pass over before ships can get into that anchorage with from eighteen to twenty feet at low water. But by the charts of the master of the fleet, and master of the Caledonia, who sounded upon the bank, it appears that there is only from fourteen to nineteen feet, and the bank full of knolls; under these circumstances, if Lord Cochrane's opinion be correct relative to the rise and fall of the tide, no man in his senses would venture a seventy-four over it even in the smoothest water at less than three quarters flood; and therefore as to the refuge that this inner anchorage would afford a crippled ship, how little would the probability be that the opportunity of both tide and wind should offer for a crippled ship at the moment at which it was most wanted, to pass over the bank, and get out of the reach of the batteries; but if I had even previously known as much of this inner anchorage as I now do, I would not, as the wind was at the time, have done otherwise than I did. And if Lord Cochrane really knew what he has now professed to have known, when he was in Aix Roads, it was a duty imperiously incumbent upon him to have communicated that information on the afternoon of the 12th, to the captains of the line-of-battle ships which he saw in so perilous a situation, aground within point-blank range of the batteries.

Lord Cochrane has expressed an opinion, that two or three sail of the line sent in on the morning of the 12th, might, by running up, on the verge of the Buoyart shoal, have passed to leeward of the two French ships remaining at anchor. This, I declare to have been absolutely impracticable; as well from the raking fire of the two ships afloat and of the upright ones on shore on our approach, and the fire of the batteries, as from the shoal water close under their lee. The testimony of Captain Rodd, the only witness examined on this point, on the part of the prosecution, corroborates my opinion, which I have no doubt will be further supported by the evidence of other competent witnesses I propose calling.

With respect to the force of the Aix batteries, I apprehend what appeared to Lord Cochrane, and to the master of his ship, as ruins of the fort, were in fact materials for improving or increasing the works. Indeed, can it be natural to suppose, that the enemy, who are so active in forming batteries wherever they can be useful, and whose engineers are considered to be equal to any, would of all moments chuse that for dismantling, or blowing up works, when they expected those works would be most required; for it is very certain, the enemy was as fully apprized of our intentions of attacking their fleet as myself. And it will, perhaps, be considered less likely that the enemy should weaken their defences on the Isle d'Aix, raised evidently for the protection of their fleet, when at the same time they were endeavouring to form others on the Buoyart shoal as further protection for it.

Relative to the service that had been performed, and what might possi-

bly still be further attempted towards the destruction of the enemy's ships, Lord Cochrane states a conversation to have passed between his Lordship and myself, on his return from Aix Roads in which he represents me to have said, " that if he threw blame it would appear like arrogantly claiming all the merit to himself." I, however, trust, the Court will not conceive that the expression of casting blame has any allusion to my conduct; for, as I have before said, Lord Cochrane never expressed one syllable from which I could form the most faint idea that he felt disappointed at any thing resting with me. His Lordship's allusion had reference only to the several officers who acted with him in Aix Roads; upon whom generally he cast blame, without giving the smallest intimation, either by word or manner, that in his expressions of dissatisfaction he included his Commander in Chief.

From the 24th to the 29th of April, nothing material occurred, and having received the Admiralty letter of the 22d of April, signifying, " that their Lordships considering the state of the enemy's force, in consequence of the brilliant success of the fleet under my command, so much reduced as to render my further presence unnecessary, directed me to repair to Spithead in the Caledonia." I accordingly completed the arrangement of the fleet, and proceeded in the Caledonia to England on the 29th of April.

Previous to my leaving Basque Roads, one of the enemy's frigates was set on fire by themselves at the entrance of the Charente, another was observed to be wrecked up that river. The number of ships that escaped without injury, did not, from the best information, exceed one or two line of battle ships, and two frigates; what may have been the fate of the remainder, I leave to be considered by the Members of this Honourable Court, who are well qualified to judge of the condition of ships which had been so long and so repeatedly aground.

By the foregoing narrative, as well as by the log and signal log of the Caledonia (to which, as also to every correct log of the fleet, I am as desirous to refer as Lord Cochrane may be) it will, I conceive, be seen, that I fully meet the charge which has been preferred against me; and if the impression arising out of this inquiry should prove less favourable to Lord Cochrane, than that which may have been produced by my letter to the Lords Commissioners of the Admiralty of the 14th of April, his Lordship must be sensible, that as the instigator of this Court Martial, he will himself have been the cause of this change of sentiment. I have been willing to grant to his Lordship the fullest credit for his personal bravery, and for his judicious manner of approaching the enemy in the Imperieuse, to which points the commendation expressed in my letter of the 14th of April related. For, in fact, the success of the first part of the enterprize, as I have before observed, arose from the terror excited by the appearance of the fire-ships, as they failed in the principal effect they were intended to produce, and the blast of the explosion vessels under his Lordship's immediate direction, did not take place by any means so near to the enemy's ships as his Lordship had projected. The general result, however, of the attack was so successful, that under that impression, I did not hesitate to express in my public letter the degree of approbation which is therein marked, passing over circumstances not altogether satisfactory to me, and not at that time necessary to be brought into public notice.

The Court is now in possession of all the facts and circumstances on which I rest my justification, and it remains to be considered how far they are affected by the evidence produced on the part of the prosecution.

I have first to refer to the evidence of the second in command, and to that of the captains of the two frigates engaged in the attack, viz. the Rear-Admiral Stopford and Captains Rodd and Wolfe.

These officers, far from supporting any part of the charge made against me, have distinctly denied there having been any neglect, delay, or deficiency, in any part of my conduct in Basque Roads; and I am persuaded, that had the prosecutor called all the other witnesses summoned upon the trial, a corresponding testimony would have been given by each of them.

I have next to refer to the evidence of the log and signal books of the fleet, on which the charge purports to be founded; and I must here beg to call your attention to the very unusual circumstance of there being already on your table two log-books of the same ship, namely, the Imperieuse, and materially differing from each other, one of them produced by the master of the Imperieuse, as the authentic public document of that ship, to the accuracy of which he has deposed; and the other presented by Lord Cochrane, and admitted by his Lordship to be a compilation by himself in London, from materials which are not produced to the Court.

In addition to these circumstances, I have to lay upon your table a third paper, purporting to be also a log-book of the Imperieuse, but differing from the two already before you. This paper was delivered to me by Lord Cochrane, in obedience to my order of the 12th of May last, "to furnish me with a copy of the books of logs and signals of his Majesty's ship Imperieuse, under his command, from the 11th to the 15th of April inclusive;" and to this log-book the Court will find affixed his Lordship's signature.

The Court itself having so attentively inspected the master's log, I need not point out the alterations evidently made therein; and it cannot fail to observe the variations in the other two logs. I must however remark, that among the deviations in these papers from the ship's original log, the signal immediately in question, which is recorded in the latter to have been for "half the fleet," stands in both these compilations as having been made for "part of the fleet" only; and of the two logs received from Lord Cochrane, that only produced in Court by himself, records the circumstance of his having hailed the Indefatigable, and proposed to her a joint attack upon the enemy's ship the Ocean; and I cannot help here reminding the Court of the application made by the master of the Imperieuse for access to the Indefatigable's log. I beg leave to submit, whether documents formed some time after the events they record took place, and so contrary to the practice of the navy, can be deemed authentic, or ought to be referred to as, or in support of, evidence before this Court.

I have no doubt the signal made by Lord Cochrane on the morning of the 12th of April, which forms a part of the charge against me, will, combined with other subsequent signals, appear to the Court unprecedented and improper, of this his lordship now seems aware, from the manner in which he has expressed himself in his evidence; and that there may be no doubt of the accuracy of the signal log-book of the Caledonia, I must again call before you the signal-officer, to shew that the signal of recall on the 13th of April, said to have been observed by the Imperieuse, was never made by the Caledonia; and also that the signal of the 14th, recorded in the Caledonia's log as made by the Imperieuse, "that if permitted to remain can destroy the enemy," is denied by Lord Cochrane ever to have been made.

I have yet to call the attention of the Court to the plan drawn by Lord Cochrane of the position of the enemy's ships as they lay aground on the morning of the 12th of April, and to that position marked upon the chart, verified by Mr. Stokes; the former laid down from uncertain data, the latter from angles measured, and other observations made upon the spot; the difference between the two is too apparent to escape the notice of the Court, and the respective merits of their charts will not, I think, admit of a comparison.

The accuracy attributed by Lord Cochrane to the French charts will, I doubt not, seem very extraordinary, after it shall be shewn in evidence that his Lordship has expressed a very opposite opinion.

It now only remains for me to examine in what manner Lord Cochrane has attempted, by his unsupported opinion, to maintain the charge. This is to be collected from the long narrative evidence given by his Lordship. It cannot, I am sure, be deemed necessary for me to follow him through the whole of this evidence. There are, however, some parts of it that require particular animadversion.

In the course of his evidence, Lord Cochrane, in allusion to the danger which would attend his going without encouragement to the attack of the ships at the mouth of the Charente, says, speaking of himself, " A heavy, a very heavy responsibility would lie upon my shoulders in case of disaster," which in military operations is sometimes unavoidable. If I had my cable shot away, for instance, I might have been sunk." Yet, whilst on the one hand his Lordship seems to have been so sensible of the weight of responsibility imposed upon himself by the command of a frigate and a few small vessels, he appears on the other to have been unmindful of the far heavier degree of responsibility attached to my command during so complicated an undertaking; in alluding to the dangers of which, I must take this opportunity to mention five furnaces for heating shot, which Lord Cochrane reported to me to have himself discovered when he went in to reconnoitre, previous to the attack.

By the manner in which Lord Cochrane has expressed himself, it might perhaps be concluded that I had been desirous he should bear my despatches to England; and after the caution he represents me to have given him, it might, if I allowed this statement to pass uncontradicted, be supposed by some that I proposed this as an inducement to secure Lord Cochrane's silence: whereas, when his Lordship recals the circumstances to his mind, it will, I am sure, lead him to acknowledge that, so far from pressing this service upon him, in the first instance, I gave him to understand that Sir Harry Neale, the Captain of the fleet, was to bear my despatches, and at which Lord Cochrane, I positively declare, expressed evident marks of dissatisfaction; and it certainly will appear to every reflecting mind, that my sending his Lordship to England, with orders to go to the Admiralty, betrayed no desire of concealment, nor apprehension of any representation Lord Cochrane might make of my conduct.

Upon a general review of the evidence of Lord Cochrane, it will appear that his Lordship has founded his statement on the narrative log, compiled since his return to England—on the French chart—and on the position in which is placed, in his own chart, the enemy's several ships aground, and the two ships which remained at the anchorage on the morning of the 12th.

When it is considered how essentially this log differs from the ship's log, and both of them from the document Lord Cochrane has furnished me with, I conceive much credit can not be given to either.

With regard to the reliance to be placed on the French chart, I have already observed, that Lord Cochrane declared before the attack that it was incorrect.

With respect to the position of the enemy's ships on the morning of the 12th of April, after their dispersion, it is so widely different from that in which they are placed in the chart which has been delivered in by the Master of the Caledonia, and will be verified by the Master of the fleet, that it is hardly to be supposed they relate to the same transaction. And it is very fair here to remark the fact acknowledged by Lord Cochrane, in his evidence, that he erred no less than five points of the compass in the report

he made to me before the attack, of the direction in which the French fleet was moored in two lines from the Fort of Isle de Aix.

Lord Cochrane has thought fit to represent, that the enemy's three grounded ships which escaped from off the shoal of the Palais, were lying so near together as to give two of them, which he states to be heeling inwards, the appearance of their masts, and yards locking: this description of them is certainly well calculated to make a strong impression of their defenceless state; but whatever may have been their appearance to his Lordship, such is not the fact; for, in reality they were lying perfectly separate and clear of each other, as is shewn by the aforementioned chart produced by the master of the Caledonia, and as will also be proved by evidence. But whatever their situation might have been with respect to proximity, I must here repeat, that they could never have been approached by our ships within the reach of our shot, as Lord Cochrane has allowed in regard of the Tonnerre, which was nearer to our attacking force than either of the three ships in question.

It now only remains for me to request the attention of the Court to some conclusions which I think may be drawn from the whole of the statements I have submitted to the consideration of you, Sir, and the rest of the members of this Honourable Court, and by which, with the additional evidence I have to adduce, it will, I flatter myself, distinctly appear,

" First, That during the whole of this service, the most unwearied attention was applied by me to its main object, the destruction of the enemy's fleet.

" Secondly, That in no part of the service was more zeal and exertion shewn, than during the 12th of April, when I had necessarily in view two objects—the destruction of the enemy's fleet, and also the preservation of that under my command; for the extreme difficulties in approaching an enemy closely surrounded by shoals, and strongly defended by batteries, rendered caution in my proceeding peculiarly necessary.

" Thirdly, That three out of the seven of the enemy's ships a-ground on the Palais were, from their first being on shore, totally out of the reach of the guns of any ships of the fleet that might have been sent in, and that at no time whatever, either sooner or later, could they have been attacked.

" Fourthly, That the other four of the eleven ships of which the enemy's fleet consisted, were never in a situation to be assailed after the fire-ships had failed in their main object."

These are the points on which I rest my justification, trusting that it will appear to the Court, upon their review of my whole case, that I did take the most effectual measures for destroying the enemy's fleet; that neither neglect nor unnecessary delay did take place in the execution of this service; and on the contrary, that it was owing to the time chosen by me for sending a force in to make the attack, that the service was accomplished with so very inconsiderable a loss. Had I pursued any of the measures deemed practicable and proper in the judgment of Lord Cochrane, I am firmly persuaded the success attending this achievement would have proved more dearly bought than any yet recorded in our naval annals, and, far from accomplishing the hopes of my country or the expectations of the Admiralty, must have disappointed both. If such, too, were the foundation of his Lordship's prospects, it is just they should vanish before the superior considerations attending a service involving the naval character and most important interests of the nation.

I conclude by observing, that the service actually performed has been of great importance, as well in its immediate effects, as in its ultimate consequences; for the Brest Fleet is so reduced as to be no longer effective. It

was upon this fleet the enemy relied for the succour and protection of their West India Colonies; and the destruction of their ships was effected in their own harbour, in sight of thousands of the French; and I congratulate myself and my country, that this important service has been effected, under Providence, with the loss only of ten men killed, thirty-five wounded, and one missing, and not even one of the smallest of our vessels employed has been disabled from proceeding on any service that might have become necessary. The extent of difficulties and prospect of danger in this enterprize were extreme, and the gallantry and determined spirit of those engaged most conspicuous. These merits, and those difficulties, ought not to be depreciated on account of the inconsiderable loss sustained on the occasion, I by no means seek to arrogate to myself any merit by these observations; but I make them, as a tribute of praise due to the zealous services of the brave officers and men under my command, and with a view of pointing out how justly they are entitled to the gratitude of their country.

The reading of the defence having been finished, Mr. Edward Fairfax, Master of the Fleet, was sworn and examined by Admiral Gambier. He stated his having been employed in sounding and surveying in Basque Roads towards Aix Roads previous to the 11th of April. He had been mostly employed on the long sand, and found that it extended full three-quarters of a mile to the E. and N. of that laid down in the chart. "I shall state," said he, "to the Court where it varies. If you lay a rule from the Castle to the French barracks, it carries you clear to the N. of it, full three-quarters of a mile from where it is laid down, and only four fathoms water where nine is laid down." The space for anchorage for large ships in Aix Roads is much confined.

[Here the witness entered into a minute detail of bearings and soundings, and the manner in which they were obtained.] The enemy's fleet, when last reconnoitered, was S. and by W. by compass, from the citadel, —[Here the witness further described the situation of the French fleet, as it was represented on the chart.]* He represented the navigation of Aix Roads as very difficult for large ships. The rise and fall of the tide in Aix Roads, he supposed was from eighteen to twenty feet.]

Q. Do you know of Lord Cochrane's making a report to me of the position of the enemy's ships at their anchorage?—A. Certainly.

Q. Shew upon the chart the position in which Lord Cochrane placed them?—A. Nearly N.E. and S.W. by compass, and by Lord Cochrane's chart, which was very neatly done. That was the day before the attack; it was impossible, if they had been attacked in this way, it could have been successful.

Q. How many points did you and Lord Cochrane differ in?—A. I believe five.—Lord Gambier, on my being introduced to Lord Cochrane, pointed out the difference of the reconnoitring, and said that the attack must be very different, as the lines were so much at variance, in which Lord Cochrane acquiesced. Sir H. Neale advised him to go to the situation that I had for that purpose, to convince himself that he had been wrong, which I believe he did.

Mr. Fairfax knew of no anchorage above the Buoyart shoal, near the Palais shoal, for line-of-battle ships, out of range of the enemy's shells.

Q. At what distance was the British fleet from that of the enemy when

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* *Vide* page 432 of Vol. XXI.

it took its first anchorage in Basque Roads?—A. The Caledonia from the citadel of the Isle d'Aix was distant 11,000 yards, near six nautical miles by angular measurement.

On the first part of the morning of the 12th of April, Mr. Fairfax was on board the Lyra, the other part on board the Caledonia. At that time the Lyra was working out from Isle d'Aix towards the fleet From the time of high water in Aix Roads, the forepart of the day, the wind was N.N.W. or N. and by W. at noon about N. at three o'clock in the afternoon it was about N.N.W. time of high water by calculation would be about five minutes past two; but strong northerly winds vary it very much. It was high water on that day about half-past three, or twenty minutes. The Calcutta did not shift till near three o'clock.

"There may be one occurrence," said Mr. Fairfax, "which I believe cannot be known by any one but myself, which is, that the two ships, I believe the rear-admiral and the commodore, had been on shore at a little before three A.M. on the 12th. They loosed their sails and caused me to get the private signals on board the Lyra ready for sinking. Shortly afterwards they got their heads to the eastward, and seemed to recede from me, and their sails were taken in immediately. At eleven o'clock A.M. they were nearly the same as in the chart; one of them, the rear-admiral, had his top-sail yards up ready for dropping; the other had one top-mast up, and yards hoisted."

Q. If any ships of the line had been sent into Aix Roads towards the entrance of the Charente, any time of the morning of the 12th of April, to attack the enemy's ships that were aground, at what time was it possible for them to return under the circumstances of wind and tide?—A. They could not have shifted their situation till four o'clock P.M. as for returning I should think it impossible.—They would have been within range of sands and shot from the enemy's batteries while they remained there. With the wind as it blew the whole of the day of the 12th of April, the ships must have taken the advantage of the ebb tide to work out, to have got out at all. If the wind had continued as it did the whole of that day, and if those ships had been crippled, or lost a mast, they must have remained under the fire of the enemy's batteries until the wind should shift.

Q. What then would have been the probable fate of those ships?—A. Destruction.

Q. Could any of the enemy's ships, before they run the Charente, on the 12th of April, have annoyed and raked any of the King's ships that might have been sent to attack them?—A. They certainly lay in a favourable place for it.

Q. After those ships ran to the entrance of the Charente, could they have been approached by the British ships?—A. I should think by nothing but a frigate.

Q. Could any line-of-battle ship run to leeward of the two ships of the enemy that lay at their anchorage, so as to have attacked them on the morning of the 11th, without taking the ground?—A. Most certainly not. I beg leave to observe, that no ship or ships could have hove to upon the larboard tack, wind as it was, but what they must have fallen off so much as to bring themselves in a position to be raked by the enemy, as there was not room to go under their stern.—Had even two or three ships of the line been sent in to attack these two ships, some of the enemy's ships aground were then lying in a position to annoy our ships.

Examined by the COURT.

Q. If a part of the fleet had got under weigh immediately after the first signal of the Impericuse, at what time of tide would they have arrived in

Aix Roads in a situation to attack the enemy?—A. The time of tide would have been the last quarter ebb. They could not have attacked the enemy, without endeavouring to go into the anchorage the enemy had left; they could not have got within reach of them, without passing that deep water line which was protected by the batteries, and the enemy's ships on shore.

Q. Had the fleet been unmoored at the time Lord Cochrane made the signal on the morning of the 12th, would it have tended to promote the destruction of those two ships that were left at anchor near the Isle of Aix?—A. No, it could not make any difference.

Mr. Stokes, Master of the Caledonia, examined by Lord Gambier.—He described the situation of the French fleet on the morning of the 12th of April, and stated, that, with the wind as it blew the whole day, had any ships of the line been sent into Aix Roads towards the entrance of the Charente, it would not have been possible for them to return that day. They would have been within half range of shell, and point blank of shot.

Q. Could any of the enemy's ships, on the 12th of April, before they run up the Charente, have annoyed, and raked any of the King's ships who were proceeding to attack them?—A. The Foudroyant and the Cassard both lay afloat; the Cassard about a third of a mile distant from the Isle of Aix, and close on the edge of the bank which extends from Isle Aix to the N.W. point of the Palais shoal. The Foudroyant lay also near the edge of that bank, and I suppose about three cables distant from the Cassard; the three-decker lay with her broadside flanking the passage, and they all could have fired with complete effect on any ships that approached. When the enemy's ships ran to the entrance of the Charente, they could not have been approached by the British ships.

Mr. Stokes had been employed sounding and surveying within the Isle of Aix, from the 17th to the 24th of April. The general knowledge he obtained, whilst so employed, in some parts agreed with the French chart; in other parts he found a wide difference. The chart gave it more water than he found.

In answer to a question from the Court, he stated, that the depth of water was carefully ascertained every half hour, on board the Caledonia, from the time she anchored off the Chaseron till she anchored in Basque Roads, and from that time till the day she quitted the station, the actual rise of water in Basque Roads was 19 feet, spring tides, and eight feet dead neap; the rise of the tide in Aix Roads, according to the soundings taken on board the Eagle, was found to be 21 feet in spring tide.

The remainder of Mr. Stokes's evidence agreed in substance with that of Mr. Fairfax.

Captain Bligh, of the Valiant, examined by Lord Gambier.—He expressed his opinion, that had any of the line-of-battle ships been sent in, they could never have returned, but must inevitably have been destroyed. At the request of Lord Gambier, Captain Bligh stated his proceedings as follows:—"The first order of the commander-in-chief was at about eight in the morning, to anchor near the Buoyart shoal, within the range of shot and shells; the second order I received was a little after two P.M.—About half-past two, I weighed in company with the Revenge to the attack of the enemy; our frigates were laying in close line N. and by W. and E. by E. I went to the southward close to the Indefatigable; a little after three we commenced our fire on the Calcutta, and shortly after I observed her crew desert her, leaving her colours flying. The Varsovie was also deserted by her crew, and I think she was taken possession of by the boats of the Unicorn; the Aquilon was the only ship that struck her colours. The Tonnere shortly after grounned, but as the tide fell she was soon got off,

and went between the Buoyart and the Palais. The frigates all followed her, except the Impericuse. At six o'clock in the morning the Vasiant grounded, and about eleven the tide rose, and she got off. At low water it was seventeen feet alongside of her, as we took soundings: there were four fire-ships prepared, and sent in afterwards; two against the Ocean, and two against the three-decker; and I applied to Admiral Stopford for some gun-brigs to cover our retreat, the enemy's boats being moored across the stern of the Ocean, with boats in advance. As the wind then was, at six o'clock in the morning, I judged the attempt to be impracticable, and therefore ordered the fire-vessels to move to where the Imperieuse was, and to follow the directions of Lord Cochrane. At half-past three, the prisoners being removed from the Aquilon and Ville de Varsovie, and the water being at that time up to the orlop deck, I ordered them to be set on fire, and at day light, in obedience to a signal from Admiral Stopford, I proceeded to Basque Road.—Four of the enemy's ships, the Aquilon, the Varsovie, the Calcutta, and Tonnere, and the Indienne frigate, two days after, were burnt. I think the others must have received considerable damage from going ashore. I think all but two of them must have suffered severely."

Q. What is your opinion of the position taken by Captain Kerr, in the Revenge, was it judicious?—A. I think it impossible he could have been better placed, and the general conduct of the Revenge on that day reflects the highest honour on that ship.—The utmost zeal was manifested by every ship engaged, and I think it impossible they could be better placed for the destruction of the enemy's ships than they were.

The Court here adjourned till Tuesday, August 1, when Captain BLIGH was further examined.—He did not observe that any of the fortifications on the Isle of Aix had been blown up and destroyed.

Q. *(By Lord Gambier.)* Did you hear Lord Cochrane express to Captain Beresford, in Aix Road, the probability of three or four of our line-of-battle ships being lost in attacking the enemy, and what passed on that subject?—A. When Captain Beresford asked Lord Cochrane his reason for making the telegraphic signal that half the fleet could destroy the enemy in the morning, he said he calculated on our losing three or four of the ships, if the commander-in-chief had sent the squadron in.

Captain BLIGH thought that nothing further could have been practicable. There had been no neglect or delay on the part of Lord Gambier.

Mr. STOKES re-examined by Lord Gambier.—He stated, that the Cassard, bearing a commodore's broad pendant, slipped or cut, and made sail for the Charente at 10 min. past one P.M. the Foudroyant, bearing a rear-admiral's flag, made sail for the Charente at 20 min. past one. The three enemy's ships that were on shore upon the Palais and warped off, got from thence before the ships that were at anchor ran towards the Charente.—All the enemy's ships were at too great a distance to be destroyed by our ships, except those that were destroyed, the Calcutta, Aquilon, and Varsovie.

Captain BERESFORD, of the Theseus, sworn and examined by Lord Gambier.—He thought that if two of our ships had been placed as the two French ships afloat were, we could have defied an enemy's approach, for the approach must have been going end on.—His opinion, as to the impracticability of the return of line-of-battle ships, if crippled, was similar to that of the preceding witnesses. No blame attached to the conduct of Lord Gambier.

Q. Did you ever understand by whose orders the Calcutta was set on fire?—A. The only thing I know with respect to that was, by a conversation with Lord Cochrane, in the presence of Captain Bligh and others. He said it was a thousand pities the Calcutta could not be brought off. He

sent a younker on board to use his own discretion, and he set fire to her. I was not on the spot when she was set on fire, but Lord Cochrane said she might have been brought off easy.

Q. Did you go on board the Impérieuse on the afternoon of the 12th April; what was her position; and what passed between Lord Cochrane and you?—A. She was on shore. I told him I had just come from the Cæsar, which was also on shore, in a critical situation, within the range of shot and shell; that, in my opinion, ships of the line had no business there; that Lord Gambier seemed to me to be most anxious to act with his fleet; that if he had sent them in there, few, if any, would have returned, and that it would have been madness to have done it. His Lordship said that three sail of the line might have been lost, which in his opinion did not signify. My reply was, that even one sail of the line would in my opinion have disgraced the enterprize. This passed in the presence of Captain Bligh, Wooldridge, Maitland, and others, and Colonel Cochrane.

Captain Kerr, of the Revenge, deposed to the same effect as the last witness. He said it was his firm belief, that had any of the line-of-battle ships gone in sooner than they did, they would have been crippled; by which means the French ships would have discovered the strength of their position, and of course remained instead of going up the river, and have prevented the four ships that were afterwards destroyed from being so.

Captain Douglas, of the Bellona, and Captain Godfrey, of the Ætna, deposed to the same effect as the former witnesses.

Lieutenant Hawkins, signal officer of the Caledonia, on being examined, said that no signal of recall was made to the Impérieuse on the 13th of April.

Mr. Fairfax said, that the distance of the explosion vessel from the enemy when she blew up, was a mile.

Mr. Wilkinson (Secretary to Lord Gambier), stated, that when Lord Cochrane came on board the Caledonia, on the evening of the 14th of April, he told the Admiral, that if he had sent in the ships agreeably to his signal, he calculated upon three or four of them being lost. This alludes to the signal "Hait the fleet can detroy the enemy."

Q. (*By Lord Gambier*). Did he say any thing respecting my own conduct, or that of any officers of the ships?—A. He spoke generally of the misconduct of the small vessels (particularly of the gun brigs), and of the fire-vessels, and I was confident sloops were included, from the circumstance of the Beagle being named. Lord Gambier expressed his regret that his Lordship entertained so bad an opinion of the conduct of the small vessels, and particularly asked Lord Cochrane with respect to the Beagle, observing to him, that the conduct of the Beagle had gained her the admiration of himself and the rest of the officers of the fleet, who had observed her, and said, surely she behaved well. Lord Cochrane replied, I have a great regard and esteem for Captain Newcombe; and from his having been an old messmate of mine, it may be supposed I would say every thing on his part, but I cannot make an exception.

Lord Gambier here signified that he had come to the close of his evidence; but, in consequence of the President making him the offer, he availed himself of the interval till the succeeding morning, (to which the Court adjourned,) to consider whether he should call any other witnesses.

On Wednesday, August the 2d, Admiral Stopford, and Lieutenant Hawkins, were re-examined, as to certain points of their evidence; after which, Lord Gambier claimed the indulgence of the Court, while he should put a few questions to the three remaining officers of the in-shore squadron, who

had not yet been examined. "One of them" said his Lordship, "is Captain Newcombe. As his name appeared yesterday in evidence, and it might lead to an influence prejudicial to that meritorious officer, if I did not notice his conduct, I beg leave to assure this Court, that he acquitted himself in the command of the Beagle, in Aix Roads, in a manner highly honourable to himself, and perfectly satisfactory to me."

Sir Harry Neale sworn, and examined by the Court.

Q. Did the signal-lieutenant of the Caledonia, on the 14th of April, report to you and inform the commander-in-chief by signal, that if allowed to remain, he could destroy the enemy's ships?—A. I was walking the poop, when I directed, by the commander-in-chief's order, a signal of recall to be made to the Imperieuse, who returned a signal, reported to me, "if permitted to wait, can destroy the enemy." Captain Wolfe, of the Aigle, was then directed to proceed and take the command of the in-shore squadron, and the Imperieuse was directed, by telegraph, to communicate with the Aigle; but whether he did communicate any information or plan in consequence of that direction, or to the commander-in-chief, on his return, I am ignorant. The Aigle went into Aix Roads, in consequence of the signal. All the small vessels had been sent in the day before.

Q. *By Lord Gambier.*) Had you any conversation with Lord Cochrane, at any time respecting the accuracy of the French charts?—A. Yes; I was conversing about the 6th of April last with Lord Cochrane, respecting the distance at which the British fleet was anchored from the French. His Lordship stated the fleets were nine miles from each other. I replied that they were only six; that it had been ascertained by angles, as well as by cross-bearings upon the chart. His Lordship replied (speaking of a French chart), the chart is not to be depended upon. (It was the Neptune François, and his Lordship understood it to be so). The French, he added, were in the habit of giving a smaller space upon their charts, than was true; that he had had an instance of it upon some former occasion, when standing in to ——, he expected to have found, by the chart, that the space was small, and he found it nearly five or six miles broad.

Q. Was not the firing of the explosion-vessel committed to Lord Cochrane?—A. Entirely so.

Q. (*By the Court.*) Did Lord Cochrane state how many guns he had observed on the battery?—A. No, he did not; he reported the west end of the fortification to be in a state of rubbish, but it was visible to the fleet it was newly formed.

Lord Gambier—"It is material for me to observe, that Lord Cochrane had, on the 13th, made the signal to me 'can destroy enemy;' on which account I did then recall the Imperieuse, but as nothing had been effected by his Lordship when on the following day he made the signal to me, when recalled, 'If permitted to remain, can destroy enemy,' I thought it unnecessary to pay more attention to this signal, than to direct his Lordship, by signal, to communicate with the Aigle, which ship Lord Cochrane knew I had ordered to relieve him. I concluded, therefore, Lord Cochrane would communicate to Captain Wolfe any measures he had in contemplation for destroying the enemy, and wished to have his Lordship's report of proceedings, that I might transmit my report to the Admiralty without delay."

Captain Hardiman, of the Unicorn, sworn and examined. He spoke in favourable terms of the exertions of the Beagle. There had been no neglect or delay on the part of the commander-in-chief.

Captain Seymour, of the Pallas, sworn, and examined by Lord Gambier. He thought that every thing practicable had been done, for effecting the destruction of the enemy's ships. When the general question was put,

as to neglect, misconduct, or inattention, in substance as follows:—I conceive myself a very incompetent judge of the commander-in-chief's conduct; but I know no instance of conduct to which any of those terms can be applied. From the knowledge I have subsequently gained of the proceedings of the ships on the 12th, I think the line-of-battle ships might have floated in the last half of the flood tide. This would have been at eleven o'clock. The line-of battle ships went in soon after two. This opinion was formed from the depth of water we found on going in, and from seeing the Revenge going out at a corresponding time of tide on the following day.

Q. Do you mean to say it would have been proper for the commander-in-chief to have sent the ships in, when you say they could have floated at eleven?—A. Two ships of the line were anchored in a situation to annoy ships going in: at the time I possessed no information of the strength of Isle d'Aix, or the depth of the water, to allow me to form a judgment.

Q. If I understand your former answer, it was advanced as an instance of either neglect, misconduct, or inattention in the commander-in-chief; how then happens it that you now say, you are not qualified to form a belief?—A. I particularly said, that I did not consider it either neglect, misconduct, or inattention; I mentioned it as a point on which a difference of opinion might be entertained. I myself have my doubts whether line-of-battle ships would have succeeded in doing good by going in. There was water sufficient for the line-of-battle ships to have gone in at eleven o'clock. It was a point where the discretion of the commander-in chief might be fairly used. I confine myself to the depth of water.

Captain Newcombe, of the Beagle, sworn and examined. He entered into a detail of the particular part his ship took in the action, which bore no reference to the charges exhibited against Lord Gambier, but reflected considerable credit on his own activity and exertion.—After some questions from the Court, which corroborated the testimony of the former witnesses, the Court asked its general question, whether the witness could state any one instance of neglect or misconduct in the commander-in-chief?—A. None; save and except had the commander-in-chief thought it proper in his situation to have sent the vessels in earlier than they went, although there might have been great risk in so doing, there was a possibility of annoying the enemy more than they were annoyed; but our ships must have been subjected not only to the fire of the enemy's ships that remained at anchor, but also to that of the batteries of the Isle d'Aix.

Q. Under the circumstances of the case, would you, had you been commander-in-chief, have sent the ships earlier in to attack those of the enemy on shore?—A. The risk, I think, as the wind and tide were, was rather too great; and our want of a perfect knowledge of the anchorage further to the southward, between the Palais and the Oleron.

The witness thought, that every thing had been done that was practicable to be done to destroy the enemy's ships, considering all the circumstances stated.

Captain Kerr being again examined, stated that, from every observation he had of noticing the bomb, the brig sloops of war, and gun-brigs, upon all the services in which they were employed against the enemy, he saw no instance of misconduct of any kind whatever in any of those vessels.

Lord Gambier here declined examining any further evidence; but the Court intimated its intention of calling witnesses to some particular points; and, accordingly, Captain Wolf was again called and examined. Shortly after we anchored, said Captain Wolf, Lord Cochrane came on board, and after saying I had come to relieve him, I asked him what he would

recommend to do with the vessels under my orders for the destruction of the enemy's ships; he told me that the large mortar on board the Etna had burst, and the only thing we had to do was to bombard as long as the shells of the other mortar lasted; that if an opportunity offered of sending the fire-vessels, it should be done by day-light, as many officers of the fire-vessels had made such a bad business of it on the night of the 11th.

Q. Do you know of any particular fire-ship or ships that were improperly conducted on the evening of the 11th of April?—A. The ship that passed between us and the Island Oliveta, and got on shore there, was the only one I particularly noticed. I hailed several (five) that came very near us, from our own ship being very nearly set on fire by those that were badly managed. I could not learn the names of two of the officers of the fire-ships that behaved well; five behaved very well, one of them was commanded by Captain Newcombe, who desired me to remember he had passed us; Lieutenant Cookesly, of the Gibraltar, was another who begged I would keep my eye upon him, as he would not fire his vessel till he was among them. I did, and saw him run on board a two-decked ship of the enemy; from the first breeze of wind I could not hear the names of the other officers. Another came-to on board of me, and begged I would notice his conduct.

The witness stated, that from every opportunity he had of observing the proceedings of the bomb, the sloops of war, and the gun-brigs, it did not appear to him that any of those vessels were in any instance whatever improperly conducted.

Captain Malcolm was sworn and examined; but his evidence was not material; and the Court adjourned till Thursday, the 3d of August, when Captain Kerr was re-examined. He stated, that, in his way out from Aix Road, to join the squadron in Basque Roads, his ship was struck by the batteries from the Isle of Aix, on the morning of the 13th, the shells from Oleron passing over her at the same time. On the 12th, the bowsprit was severely wounded, great part of the running rigging and sails cut to pieces, five planks of the quarter-deck cut through, and its beam completely carried away, and a number of shots in different parts of the hull; three men killed and fifteen wounded, two of whom afterwards died. The damages in the hull, and killed and wounded, were from the batteries of Isle d'Aix entirely, part of the running rigging from the Aquilon and Varsovie.

Captain Malcolm's Examination resumed.—After stating it to be his opinion, that half flood was about noon, and that the enemy's ships got off at about two P.M.; and that any ships sent in previous to the removal of the French ships that got off, would have been liable to considerable annoyance from them, as well as from the Isle of Aix, in answer to the question,—Would you then have sent ships in before the two ships were removed, and the three-decker got off? he said:—"Had it appeared to me that there was no other chance of destroying those ships but by such an attack, I certainly think it ought to have been made! but it was understood that they must all again ground at the mouth of the Charente, where it was the received opinion they could be attacked by gun-vessels, bombs, and fire-vessels again, without any risque; and had we had a reserve of fire-ships ready that morning, I think some of them would have been destroyed in the flood tide of the 12th. There were fire-ships prepared with all expedition, but they were too late.—Had the French ships which got on shore upon the Palais, on the night of the 11th April, been attacked by the British ships they could not have been warped off from the shore, as it was necessary so to do to lay out anchors. Those that were not aground had always the option of running farther up the Charente. If our ships had risqued against them in the attack, there is no doubt they could not have warped off.—The

moment that the two French ships quitted their defensive position, the risk was small, and I would have sent in. It was between the hours of one and two; soon after that time the bombs and brigs were sent in; the Imperieuse and Beagle very soon followed, and in about 20 minutes all the frigates.

Q. As the frigates, the bombs, and brigs, went in to attack the enemy soon after the time that you think was proper for the occasion, that the Imperieuse followed, and about 20 minutes after the Revenge, Valiant, and other vessels, were sent in upon the same service, what portion of time was there in your judgment which might be termed a delay in the commander-in-chief?

A. Certainly there was not more than half an hour, or three quarters of an hour, from the time the two ships quitted the defensive, till ships were sent in by signal. This was the only time that can possibly be called the delay.—Every practicable effort was made to destroy the ships of the enemy that got into the entrance of the Charente.

Captain Burlton, Captain Ball, and Captain Newman, were not aware of any blame attaching to Lord Gambier.

Captain Broughton, of the Illustrious, stated, that he was on board the Amelia when she was ordered to dislodge the enemy from the Buoyart shoal; and being above the enemy, on the Isle d'Aix, he observed the fortifications. They appeared in a very different state from what he had observed them in two or three years before, when he was with Sir Richard Keats. He thought they were repairing the works they were throwing up. He counted on a semi-circular battery which commanded the road where the enemy lay, between 14 and 20 guns. There was a small battery lower down, nearer the sea. He did not know the exact number of guns there—there might be six or nine. What he had before taken for the block-house, above the semi-circular battery, seemed to have no guns whatever. It appeared to be a barrack; and he thought, from this observation, that the fortifications of the Island in that part were not so strong as was supposed, and he reported his opinion to Lord Gambier.

Captain Bloomfield thought it would have been more advantageous if the line-of battle ships, frigates, and small vessels had gone in at half flood, between 11 and 12 o'clock. They would have been exposed to the fire of the two ships that remained at anchor, the French Admiral's ship, and the batteries of the Isle of Aix, at the same time; but they were partly panic-struck, and on the appearance of a force coming in might have been reduced to cut their cables, and try to make their escape up the river. In the event of their proving not to have been so panic-struck, the British ships must have suffered, but ships, he thought, might have been placed against the batteries of Isle d'Aix, so as to take off their fire, and silence them. Ships of the line, he thought, approach the batteries of the Isle d'Aix, very close, about two cables' length. He thought, as the wind was N.W. they might have found safe anchorage in what is called in the French chart, Le Grand Trousse, where there is 30 or 40 feet water, out of the range of shot and shells in every direction.

Q. How many ships of the line did you think would be sufficient to silence the batteries of the Isle d'Aix?

A. Two would be quite sufficient.

Q. How many would you have thought necessary to have sent in to the Road of Aix, to attack the ships?

A. I should think five of the line of the least draught of water.

Q. If two had been sent against the batteries, and five against the ships, must it not, according to the common circumstances attending actions, have happened that several of those ships would have been disabled, and many men killed and wounded?

A. I should think by the batteries there would; but I conjecture the discomfited French squadron would have made very little resistance.

Captain KERR requested to be called by LORD GAMBIER, and re examined.

Q. (*By Lord Gambier.*) What, from your experience of the effect of the batteries on the Isle d'Aix, would have been the fate of the Revenge, and any other 74 gun ships, had they been placed within two or three cables' length of those batteries, with a view of engaging them, until they had silenced them?

A. I should certainly have expected, from the heavy fire they kept up, both in coming in and going out, that ships stationed there must have been completely dismasted, and suffered a severe loss of men. If dismasted, with the wind blowing from the north, as it did on the 12th, they must have been lost. The battery on the Isle of Aix was low enough to admit of its being destroyed by the guns of ships, on the south side, not on the south-west side.

Captain BLIGH was again called in, after which, the Court intimated to Lord Gambier that they should not examine any further evidence, but if his Lordship had any thing to add, he was at liberty so to do.

Lord Gambier wished the indulgence of the Court for a quarter of an hour, to consider whether he should call more evidence, and then requested that a paper he had presented the preceding day should be permitted to be entered upon the minutes of their proceedings, which was acquiesced in, and was nearly as follows:—

"Mr. PRESIDENT—Arrived at the termination of my defence, it remains for me to express my acknowledgments to this honourable Court, for the patient attention with which it has honoured me. The space of time comprehended in the charge, and more particularly the evidence of the principal (I might say the only) witness on the part of the prosecution, have led me into detail more diffuse and extensive than I could have apprehended.

"When I first entered this Court, it was with a mind perfectly at rest as to the issue of my trial, confident of having exerted myself to the utmost for the honour and advantage of my King and Country. The result of these proceedings has confirmed me in this state of mind.

"I now retire, committing to your protection my professional reputation and my honour, with full persuasion that I shall receive at your hands ample retribution for the aspersions on my character which have led to this inquiry."

The Court then acquainted Lord Gambier, that his Lordship might take until tomorrow to consider whether he should offer any further evidence. His Lordship made his acknowledgments for the indulgence, and the Court adjourned till Friday, the 9th of August.

At ten o'clock on Friday morning (the ninth day of the trial) the Court met, when the President, Sir Roger Curtis, Bart. stated his having received a letter from Lord Cochrane, purporting his wish to be examined on several points, particularly relating to the conversation with Lord Gambier, after the action. The Court did not think proper to acceed to his wish of being examined, but agreed that the letter, which he had written to the President, should be entered on the minutes, which was done, and is as follows:—

August 4, 1809.

"SIR—Having learnt from my brother Officers, a report has gone abroad, that I censured, in general terms, the conduct of the Officers employed in the Road of Aix, on the the 12th of April, I wish to have an opportunity to declare the truth, on oath, considering reports of that na-

ture highly injurious to the service of our country. I am also desirous to lay before the Court the orders given to the fire-ships for their guidance, as these will tend to elucidate and clear some of those who consider that blame has been imputed to them. I have the honour to be &c.

"*Admiral Sir Roger Curtis, President.*" "COCHRANE."

The Court was then cleared; and, after the re-admission of strangers, the following SENTENCE was pronounced:—

"The Court agreed, that the charge 'that Admiral the Right Honourable Lord Gambier, on the 12th of April, the enemy's ships being then on fire, and the signal having been made that they could be destroyed, did, for a considerable time, neglect or delay taking effectual measures for destroying them,' had not been proved against the said Right Hon. Lord Gambier; but that his Lordship's conduct on that occasion, as well as his general conduct and proceedings, as commander-in-chief of the Channel fleet, employed in Basque Roads, between the said 17th day of March, and the 29th day of April, 1809, was marked by zeal, judgment, and ability, and an anxious attention to the welfare of his Majesty's service; and did adjudge HIM TO BE MOST HONOURABLY ACQUITTED; and the said Admiral the Right Honourable Lord Gambier is hereby most honourably acquitted accordingly.

Sir ROGER CURTIS then desired Lord Gambier's sword to be handed to him, which he returned to his Lordship, with the following address:—

"Admiral Lord GAMBIER, I have peculiar pleasure in receiving the command of the Court to return you your sword, in the fullest conviction that, as you have hitherto done, you will on all future occasions use it for the honour and advantage of your country, and to your own personal honour. Having so far obeyed the command of the Court, I beg you will permit me, in my individual capacity, to express to you the high gratification I have upon this occasion."

Lord GAMBIER answered:—

"I cannot sufficiently express the sense I feel of the indulgence of the Court, and beg to return thanks to you, Sir, for the obliging manner in which you have conveyed the sense of the Court."

A court-martial was held on board the Salvador del Mundo, in Hamoaze, for the trial of Mr. Granville, midshipman of the Milford, on charges exhibited against him by the commanding officer of that ship, for mutiny, desertion, insolence, and contempt. The Court having fully weighed, and considered the evidence, in support of the charge, as well as what the prisoner had to offer in his defence, sentenced him to be dismissed his Majesty's service, rendered incapable of ever serving as an officer, and to be imprisoned six months in the Marshalsea.

A court-martial has been held on board the Magnanime, at Sheerness, on Mr. Thomas Jones, boatswain of the Enterprize, for drunkenness. The charge being proved, he was sentenced to be dismissed his Majesty's service, and to serve before the mast, on board such ship as the senior officer may think proper.

A Court of Inquiry has been held on board the Bienfaisant, prison-ship, on Mr. Henry Bois, commander of the said ship; on a charge which was adduced against him. He was honourably acquitted.

On the 11th of September, a court-martial assembled at Portsmouth, to inquire into the conduct of Captain Henry Columbine, commander of his Majesty's late ship Solebay, and that of his officers and ship's company; and to try them for the loss of that ship. The Court agreed, that no blame was imputable to Captain C., his officers, or ship's company, for the loss of the Solebay; but that it appeared, that after she was on shore, and before she was abandoned, Michael Grace, Thomas Jones, Charles Nileus, and Robert Storks, seamen, belonging to her, had been in a state of drunkenness; and the Court adjudged that Captain Columbine, his officers, and ship's company, be acquitted, except Michael Grace, whom the Court sentenced to receive 150 lashes, Thomas Jones to receive 150 lashes, and Charles Nileus and Robert Storks to receive 50 lashes each, and to be mulcted, or to forfeit all the pay due to them from the 11th of July last.

On the 19th of September, a court-martial was held at Portsea, on John Ashley, carpenter of his Majesty's sloop Derwent, for being drunk when ordered on duty at the capture of Senegal; so that he was incapable of leading his men to the attack of that place. He was sentenced to be dismissed the service, rendered incapable of serving as an officer again, and to be imprisoned six months in the Marshalsea prison.

On the 13th of July last, a court-martial was held on board the Royal Sovereign, off Toulon, for the trial of Lieutenant Walbeoff, of the marines, belonging to his Majesty's ship Colossus, on charges of riotous and ungentlemanly conduct, exhibited against him by the captain of the said ship. The Court, after a long trial, found him guilty, and he was sentenced to be cashiered.

NAVAL HISTORY OF THE PRESENT YEAR, 1809.

(August—September.)

RETROSPECTIVE AND MISCELLANEOUS.

AT page 123, we had the pleasure of announcing the successful progress of the Scheldt Expedition; but it is now our irksome duty, to state, as will be seen at length, by the succeeding "*Letters on Service*," that all attempts to destroy the hostile fleet at Antwerp have been abandoned. As it is understood, that a Court of Inquiry is to be holden on the conduct of the military commander-in-chief, we shall not venture to prejudge the question; but, in the mean time, we beg leave most particularly to direct the attention of our readers to the gallant Sir. R. Strachan's letter, of the date of August 27. It will, we conceive, be found very fully to exhibit *his* opinion on the subject.

It is not at present known, whether Government intends to retain, or to endeavour to retain, possession of the Island of Walcheren; but, from the dreadful mortality which prevails amongst our troops there, it seems to be the general wish of the country, that it should be abandoned. The returns of sick, on the 20th of September, were stated at upwards of 9000! *Nine* thousand out of *fifteen!* We much doubt, whether any advantage can possibly result from the retention of Walcheren, to compensate for so horrible a sacrifice of life and health.

It seems not unlikely, that the sudden dissolution of the British Ministry may have prevented a determination on this important point. The Duke of Portland, Lord Castlereagh, Mr. Canning, and several other Cabinet Ministers, have given in their resignations; but, amongst the *efficient* members who remain, are *Lord Mulgrave* and the *Earl of Chatham!* The Lords Grenville and Grey have been sent to, for the purpose of assisting in the formation of a new Ministry; but nothing farther is known, than that great difficulties are likely to be encountered, in the accomplishment of this object.

England is at present quite in the dark, respecting the proceedings between France and Austria. It is not even known, whether peace has been actually signed between those powers.

Peace has been signed between Russia and Sweden.

Lord Wellington has been obliged to abandon Spain, and to fall back upon Portugal; but we have had the satisfaction of learning, that the whole of the Spanish fleet in Ferrol have been completely fitted out for sea, by a squadron sent for that purpose from the Tagus, and that the last ship sailed for Cadiz on the 16th of September.

The American Government has enforced its Non-intercourse act against this country; the Wasp American sloop of war, was to sail for France on the 16th of August, with a messenger, bearing proposals to the Cabinet of the Thuilleries, as the basis of a treaty; and it is expected, that the negotiations will terminate in an offensive and defensive alliance between France and the United States.

Mr. Jackson, the English envoy to America, was within four days' sail of New York, on the 22d of August; but very little hope is entertained of his being able to effect a settlement of the differences between this country and America.

Accounts from Barbadoes, to the 19th of August, state, that Fort Bourbon, Martinique, had been demolished by order of our commander-in-chief, and that our garrison there were remarkably healthy. The Felicité frigate had arrived safe at Antigua, but much injured in a gale of wind. The Forrester brig of war had also arrived at Antigua, dismasted by the same gale; and great fears were entertained for the safety of the Dominica brig, which was convoying the Prince Adolphus packet through the islands to the leeward.

By intelligence from Buenos Ayres, we learn that Linier has been superseded.

On the 19th of September, the Berwick, a ship of 74 guns, was launched from Mr. Beale's yard, at Deptford. The following are her principal dimensions:—

	Feet.	*In.*
Length of the gun-deck	176	0
Keel for tonnage	144	$11\frac{3}{8}$
Breadth extreme	47	$9\frac{1}{2}$
Depth in hold	21	1
Burthen in tons	1761	

On the same day, a frigate, called the Manilla, was launched at Woolwich. Lord Eardley christened her, in the usual form.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, AUGUST 26, 1809.

A LETTER has been received at this office, from Capt. Columbine, late commander of his Majesty's ship the Solebay, addressed to the Hon. William Wellesley Pole, and dated on board the Derwent sloop, off Senegal, the 20th of July, 1809, giving an account of the surrender of that settlement to his Majesty's arms. Some depredations having been committed on the trade in the neighbourhood of Senegal, by small privateers fitted out there, Captain Columbine, and Major Maxwell, commanding the garrison at Gorée, determined to make an attack upon the place, and proceeded against it on the 4th of July, with the Solebay, Derwent sloop, and Tigress gun-vessel, and some merchant and smaller vessels, having on board a detachment of one hundred and sixty men from Gorée. The enemy at first appeared disposed to offer some resistance, but the detachment being landed, together with one hundred and twenty seamen and fifty marines, the enemy's force, consisting of one hundred and sixty regulars, and two hundred and forty militia, retreated, and on the 13th a capitulation was signed, by which the Island of St. Louis, and its dependencies, were surrendered to the British forces, the garrison being conveyed to France as prisoners of war, not to serve against his Majesty or his allies, until regularly exchanged.

The only loss sustained by the English on this service, has been that of Captain Frederick Parker, of the Derwent, Mr. Francis Atterbury Sealy, midshipman of that sloop, and six seamen, drowned in attempting to cross the Bar of Senegal.

Captain Columbine speaks in high terms of the conduct of the officers and men employed on the occasion.

On the 11th of July, the Solebay, in moving up the river, got on shore and was wrecked, all her men and part of the stores were saved.

DOWNING-STREET, AUGUST 26, 1809.

A despatch, of which the following is a copy, has been received from Major Maxwell, of the Royal African Corps, addressed to Lord Viscount Castlereagh, one of his Majesty's principal secretaries of state.

MY LORD, *Senegal, July* 18, 1809.

When I had last the honour of writing to your lordship, I communicated such information as I had received concerning the situation of the French colony of Senegal, and my opinion of the practicability of reducing it with a small force; I also mentioned the annoyance we had received at Gorée and its vicinity, from their privateers, during the absence of ships of war from that station.

On the 24th of June, Commodore Columbine arrived at Gorée with the Solebay frigate, and brig Tigress, having the colonial schooner George, Agincourt transport, and several merchant vessels under convoy, and having communicated to him what intelligence I had lately obtained, we thought the reduction of Senegal practicable with the force we possessed, provided no obstacles should prevent our being able to pass the bars at the mouth of the river.

To this attempt I was induced by considerations which I trust your lordship will conceive to be of weight. I was of opinion that the colony of itself would be an acquisition of importance to the nation, from its commerce; that by the French government as it had always been much valued, its loss would be proportionally felt; and that by driving the enemy from their sole possession on the coast, his Majesty's settlements, and the British commerce, would be more secure, and more easily protected.

Having therefore procured some light vessels and boats, the best adapted for passing the bar, a detachment of the garrison of Gorée, consisting of six officers, six serjeants, four drummers, and 150 rank and file, was embarked on board the Agincourt transport on the 4th of July, when we sailed, and anchored at the bar on the evening of the 7th.

Next morning Commodore Columbine was of opinion the troops might be passed over the bar, which was accordingly effected through much difficulty by the exertions of the navy. We unfortunately, however, lost a schooner and sloop, containing much of our provisions and ammunition, and the schooner George went on shore inside the bar. I landed the detachment, and 60 royal marines from the ships of war, on the left bank of the river, where I took up a position, with a view to wait till provisions could be passed from the shipping, and the schooner George could be got off. We then learnt that the enemy had made a formidable line of defence at the Post of Babagué, twelve miles up the river, where there is a battery, in front of which three cannoniers, and four other vessels were moored, and the whole protected by a strong boom drawn across the river. On the 9th we were attacked, but speedily repulsed the enemy, and drove them within their line at Babagué; after which we returned to get off the schooner, which was effected on the following evening.

The 11th was employed in refitting the schooner, and embarking provisions and water. The Solebay frigate, and Derwent sloop of war, were ordered to anchor opposite to the Post of Babagué, and bombard it, which was executed with much effect. During the night, in shifting her berth, the Solebay unfortunately got aground, but in a position which enabled her still to annoy the enemy. On the morning of the 12th the troops were embarked, and the flotilla proceeded up the river, till just without gun-shot of the enemy's line of defence, and when every thing was in readiness for a night attack, we received information that it was the intention of the French commandant to capitulate.

Willing to spare an unnecessary effusion of human blood, the attack was postponed. On the morning of the 13th we discovered that the boom was broken, that the enemy had abandoned the battery and vessels, leaving their colours flying, and shortly afterwards a letter was received from Messrs. Degrigny and Durecu, in the name of the commandant of Senegal, offering to capitulate. Mr. Heddle, surgeon to the forces, who had acted as my aid-de-camp during the campaign, was sent forward to treat with these gentlemen, and soon returned with the articles of capitulation, which I enclose, and which we ratified. I immediately took possession of the battery of Isle aux Anglois, and in the course of the evening of the battery of Guelendar facing the town

Next morning the garrison laid down their arms, and were embarked. We then found that the force which had been employed against us amounted to 160 regular soldiers, and 240 militia and volunteers. We had no reason, however, to count on much opposition from the latter part of the enemy's force.

In accomplishing this service, the officers and soldiers of the army were anxious to equal their brothers of the navy, who on all occasions distinguish themselves. I feel much satisfaction in having enjoyed the confidence of Commodore Columbine, whose exertions and ability contributed so

effectually to our success. I beg to bear testimony to the indefatigable and zealous exertions of Captain Titley, Lieutenant Bones, and the other officers of the royal navy and marines.

My warmest acknowledgments are due to Mr Heddle for his zealous and spirited conduct. His ability in procuring intelligence of the state and condition of the enemy, added to his local knowledge, have tended, in an infinite degree, to effect the acquisition of this colony, and I am desirous to recommend him to your lordship's notice. This officer, with Mr. Assistant Commissary Hamilton, had the goodness to assist me during the campaign, in conveying my orders to the troops.

I have to lament the death of an old soldier, Lieutenant Simpson, who died on the field from fatigue, in the affair of the 11th; on which day we had only one man wounded. The enemy had one killed and two wounded.

I enclose returns of the ordnance and stores found in this colony, and of the vessels captured at Babagué.

I beg leave to mention that Captain Odlum, who carries this despatch, is a deserving officer, and to recommend him to your lordship's notice.

I have the honour to be, &c.

C. W. MAXWELL,
Major of the Royal African Corps.

ARTICLES *of* CAPITULATION, *between Mr. Heddle, acting as Aide-de-Camp, and possessing full Power from Commodore Columbine, commanding the Naval, and Major Charles William Maxwell, commanding the Land Forces of his Britannic Majesty, employed in an Expedition against the Colony of Senegal, on the one Part,*

And M. Degrigny, Commissary of Marine, Administrator in Chief of Senegal, and M. Durecu, Merchant, possessing full Powers from M. Lasseure, Commandant of Senegal, for the Surrender of the Island of St. Louis and its Dependencies, on the other Part.

Art. I. The garrison shall be conveyed to France as prisoners of war, and shall not serve against Great Britain or her allies, until regularly exchanged.

They shall march out with the honours of war, and lay down their arms at the moment of their embarkation. The colony shall be evacuated in the space of twenty-four hours after the ratification of the present capitulation.

The officers shall be permitted to carry their effects along with them.

Art. II. The officers and clerks belonging to the administration, shall be permitted to remain one month in the colony for the purpose of regulating their accounts; they shall have permission to return to France, or elsewhere, as opportunities may occur.

Art. III. All private property shall be respected.

Art. IV. No inhabitant of the island, nor European residing in it, shall be molested on account of his political opinions.

Art V. Such French merchants as wish to remain, shall have permission to do so.

Art. VI. All vessels, houses, magazines, batteries, ordnance stores, and all other public property shall be surrendered in their present state.

Art. VII. All registers and acts deposited in the Prefect's Office shall be surrendered.

Art. VIII. The posts of Guettander and English Island shall be given up in the course of the day, and if possible the garrison shall also embark.

Art. IX. The auxiliary company composed of two officers and forty-one men of colour, shall have permission to reside at Senegal, and be considered as natives.

Signed at the Island of Babagay, at the hour of eleven A.M. of the 13th July, 1809.

JOHN HEDDLE.
DURECU.
DEGRIGNY.

Ratified, E. H. COLUMBINE, Commodore, commanding the Squadron of his Britannic Majesty.

C. W. MAXWELL, Major of Infantry, commanding his Britannic Majesty's Land Forces.

Vue et Ratifié par le Command. en Chef par interime.
LEVALLENT.

Senegal, July 18, 1809.

Return of Ordnance and Ammunition found in the Garrison of Senegal, &c.

Isle St. Louis.

West Battery.—5 mounted, 3 dismounted 24-pounder guns; 1 dismounted 18-pounder gun; 1 mounted, 1 dismounted eight-inch brass mortars.

North Battery.—3 mounted 24-pounder guns; 30 24-pounder shots.

South Battery.—7 mounted, 11 dismounted 24-pounder guns; 5 dismounted 18-pounder guns; 2000 24-pounder shots.

Fort.—15 dismounted 24-pounder guns; 1 dismounted 18-pounder gun; 8 dismounted 12-pounder guns; 4 mounted, 1 dismounted 8-pounder guns; 6 mounted 6-pounder guns; 5 dismounted 4-pounder guns; 1 dismounted 8-inch brass mortar; 4 mounted brass 2-pounders; 2 dismounted brass 2-pounder field-pieces; 2 dismounted brass swivels; 216 muskets; 4 brass blunderbusses; 22 swords.

Shot.—5600 24-pounders; 2420 18-pounders; 1572 12-pounders; 200 8-pounders; 300 6-pounders; 400 4-pounders; 1000 1-pounder, 220 8-inch shells; 50 grape; 60 cannister.

Powder in barrels and cartridges—14 barrels of 100 lbs. each; 93 24-pounder cartridges; 5 12-pounder ditto; 72 8-pounder ditto; 91 6-pounder ditto; 455 4-pounder ditto; 13 6-ounce ditto; 84 3-ounce ditto; 4655 rounds of musket-ball cartridges; 4000 rounds of balls for ditto.

Guêtindar.

Five mounted 24-pounder guns; 2 mounted 6-inch brass howitzers; 60 24-pounder shots; 50 cannister shots; 8 24-pounder cartridges.

English Isle.

Five mounted 24-pounder guns; 80 24-pounder shots; 40 cannister shots.

Babagué Isle.

Three mounted 24-pounder guns; 2 mounted brass 8-pounder field pieces; 200 24-pounder shots; 30 cannister shots.

Gun-Boats.

One 24-pounder gun; 1 18-pounder; 20 grape shots.

CHAS. W. MAXWELL,
Maj. Roy. Art. Corps.

Senegal, July 18, 1809.

Return of Vessels and Gun-boats which formed the Line of Defence in the Front of Babaguè.

Brig Cannoniere, of 3 twelve-pounders, 6 six-pounders, 1 one-pounders.
Brig Casimir, of two twelve-pounder carronades, 4 twelve-pounders, 2 three-pounders.
Schooner Sipsip, of 4 three-pounders.
Schooner Combat, of 6 four-pounders.
Brig Ann, of 2 twelve-pounders.
Gun-boat, of 1 twenty-four pounder.
Gun-boat, of 1 eighteen-pounder.

CHAS. W. MAXWELL,
Maj. Roy. Art Corps.

Copy of a Letter from Vice-admiral Sir James Saumarez, Bart. and K.B. Commander-in-chief of his Majesty's Ships and Vessels in the Baltic, to the Honourable W. W. Pole, dated on board the Victory, off Nargen Island, 31*st of July*, 1809.

SIR,

I herewith enclose, for the information of my Lords Commissioners of the Admiralty, a letter I have received from Captain Charles Dudley Pater, of his Majesty's ship Princess Carolina, dated off Aspo, the 26th instant, acquainting me with his having directed an attack to be made by the boats of his Majesty's ships named in the margin,* under his orders, which were placed under the direction of Captain Forrest, (who very handsomely offered to command the enterprise) on a flotilla of four of the enemy's gun-boats and a brig, in the neighbourhood of Aspo, which was attended with the greatest success; three of the gun-boats, carrying two long eighteen-pounders, and an armed brig, under his Imperial Russian Majesty's colours, having been captured.

The undaunted bravery displayed by Captain Forrest, the officers and men employed under his orders, is beyond all praise.

The gun-boats have been lately built upon a new construction, and being extremely well adapted for the service in the Great Belt, I have directed them to be surveyed, and I propose to place them under the orders of Rear-admiral [illegible], which I hope will meet their lordships' approbation.

Herewith I enclose Captain Forrest's letter, the returns of killed and wounded in the boats of his Majesty's ships, and the loss sustained by the enemy, together with a list of the armed vessels captured in the above attack, which you will also be pleased to lay before their lordships.

I have the honour to be, &c.
JAMES SAUMAREZ.

SIR, *Princess Carolina, Aspo, July* 26, 1809.

Having been informed that the enemy had at this place several gun-boats to protect their coasting trade, which is of the greatest consequence in supplying their army, &c. in all parts of Finland, and it having been represented to me by Captain Forrest the probability of their being destroyed, himself having offered in the most handsome manner to command the expedition, which I immediately accepted, and having directed all the boats of his Majesty's ships Princess Caroline, Minotaur, Cerberus, and Prometheus (in all seventeen) armed in the best possible way to put them-

* Princess Carolina, Minotaur, Cerberus, Prometheus.

selves under the command of Captain Forrest, and to assemble on board the Prometheus at six o'clock yesterday evening, I have now the happiness to inform you of a successful attack he made last night about half-past ten o'clock, on four gun-boats, three of which he has captured, and a new brig laden with provisions: the gun-boats had on board in all one hundred and thirty-seven men, besides twenty-three in the brig. They are very complete, and well found, which I intend sending to you by the Minotaur.

Inclosed I have the honour to transmit Captain Forrest's letter on this subject, wherein he speaks in the highest terms of the spirited conduct of all the officers and men employed on this occasion. Were it possible for me to say any thing which could add to the meritorious conduct of so gallant and good an officer as Captain Forrest, I should most willingly do it; but I trust the success of this brilliant action will do more justice to the intrepidity of every officer and man employed on this service, than any language I can possibly use.

I also beg to enclose for your information a list of killed and wounded.

I have the honour to be, &c.

CHAS. DUDLEY PATER.

Sir James Saumarez, Bart. Vice-admiral of the Blue, &c.

His Majesty's Sloop Prometheus, Aspo Roads, July 26, 1809.

SIR,

I am happy to acquaint you, that the endeavours of the boats of the squadron, which you did me the honour to place under my command, for the purpose of capturing or destroying the enemy's gun-boat force or convoys in the neighbourhood, have been crowned with the most complete success. Three gun-vessels of large dimensions, of a new construction, being captured, after a sanguinary contest, together with a new armed brig, with soldiers on board, laden with provisions, destined for Abo.

Our loss is severe indeed, as might be expected from the nature of the force, and the extreme obstinacy with which the enemy defended their charge; the crew of one gun-boat, No. 62, being to a man killed or dangerously wounded, as you will see by the returns. I cannot find words to express to you the zeal and intrepidity exhibited upon this occasion by all, and the manifest superiority of our seamen when it came to the cutlass. I must leave the circumstance itself to speak the eulogy of the following officers employed under my command, viz.

James Bashford first lieutenant of the Princess Carolina; —— Pettet, first lieutenant, and —— Simpson, third lieutenant, of the Cerberus; Gawen Forster, first lieutenant, and Thomas Finnemore, acting lieutenant, of the Prometheus; as more adequate to their merits than any thing I can say in their favour. I cannot too much admire the conduct of Mr. Charles Chambers, surgeon of the Prometheus, who very handsomely accompanied the expedition, with a view, should he escape, to be professionally useful. I sincerely lament, with the country, the undermentioned gallant and most valuable officers:—

Minotaur—Lieutenant John James Callanan, killed; Lieutenant William Wilkins, of the royal marines ditto; George Elvey, midshipman, wounded.

Prometheus—Matthew Vezey, boatswain, mortally wounded; Thomas Humble, clerk, killed.

Princess Carolina—James Carrington, master's mate, killed.

I have the honour to be, &c.

THOS. FORREST, Captain.

Captain Charles Dudley Pater, Princess Carolina, Senior Officer of his Majesty's Ships and Vessels, Aspo Harbour,

Return of Officers and Men belonging to His Majesty's Ships Princess Carolina, Minotaur, Cerberus, and Prometheus, killed and wounded, in an Attack made by the Boats of those Ships on the Enemy's Flotilla on the Evening of the 25th July, 1809.

Princess Carolina—3 killed, 3 wounded.
Minotaur—12 killed, 26 wounded.
Cerberus—7 wounded.
Prometheus—4 killed, 15 wounded.
Total—19 killed, 51 wounded.

Names of Officers and Men killed and wounded.

PRINCESS CAROLINA.

Killed.—Gordon Carrington, midshipman; Thomas Atkins, ordinary seaman; John Price, landman.

Wounded.—George Craig, able seaman, severely; Daniel Laverty, ordinary seaman, ditto; Joseph Chivers, private of marines, ditto.

MINOTAUR.

Killed.—John James Callanan, fifth lieutenant; William Wilkins, second lieutenant of royal marines; Charles Davies, quarter-master; Robert Watts, able seaman; died of his wounds the 26th of July; William Williams (3), able seaman; died of his wounds the 26th of July; Charles Witton, ordinary seaman; died of his wounds the 28th of July; John Parker, private of marines; died of his wounds the 26th of July; G. Rosilia, private of marines; Robert Johnson, private of marines; Edward Freeman, private of marines; Joseph Frehling, private of marines; John Starmen, private of marines.

Wounded.—George Elvey, midshipman, slightly; Thomas Milne, midshipman, ditto; John Chalmers, midshipman, ditto; William Moseley, quarter-master, dangerously; R. Brown, able seaman, slightly; Joseph Sheldon, able seaman, severely; James Marshall, ordinary seaman, ditto; Stephen Hill, ordinary seaman, ditto; Titus Hastings, ordinary seaman, ditto; James Cook, ordinary seaman, slightly; Richard Riley, ordinary seaman, ditto; Thomas Niel, ordinary seaman, ditto; Nicholas Cody, landman, severely; James Scott, landman, ditto; Henry Vernon, boy, ditto; John Lane, serjeant of marines, slightly; Ludwig Schuster, private of marines, severely; James Davey, private of marines, ditto; Robert Brown, private of marines, ditto; William Ellis, private of marines, ditto; James Flint, private of marines, ditto; William Baugham, private of marines, ditto; Henry Walters, private of marines, ditto; John Mayers, private of marines, slightly; Thomas Makoney, private of marines, ditto; William Arrowsmith, private of marines, ditto.

CERBERUS.

Wounded.—William Stubbs, captain of the fore-top, lost an arm; Nathaniel Keuner, quarter-master; William Davies, captain of the main-top, slightly; John Holmes, able seaman; Thomas Bell, able seaman, slightly; Alexander Hardy, private of marines, ditto; David Valentine, private of marines, ditto.

PROMETHEUS.

Killed.—Mr. Thomas Humble, captain's clerk; Joseph Case, yeoman of powder-room; died on the 26th of July; James M'Gee, ordinary seaman; John Ashworth, private of marines.

Wounded.—Captain Thomas Forrest, slightly; Lieutenant Gawen Forster, ditto; Mr. Matthew Vezey, boatswain, severely; Peter Mackey, captain of the main-top, ditto; Robert Thrussel, quarter gunner, ditto; Wil-

liam Golton, captain of the main-top, slightly; William Steward, quarter-master, ditto; James Wilson, able seaman, ditto; William Longbin, ordinary seaman, severely; Peter Brown, ordinary seaman, ditto; John Frazier, ordinary seaman, ditto; Thomas Malony, ordinary seaman, slightly; Joseph Keating, ordinary seaman, ditto; Nicholas Lines, ordinary seaman, ditto; John Maire, landman, ditto.

Return of Killed and Wounded on board the Enemy's Vessels, captured the 25th of July, 1809.

Gun-Vessel, No. 62—24 killed, 20 wounded.
Gun-Boat, No 65—3 killed, 15 wounded.
Gun-boat, No. 66—1 killed, 19 wounded.
Armed Brig—5 wounded.
Total 28 killed, 59 wounded.

W. FORREST, Captain.

List of Vessels captured by the Boats of His Majesty's Ships Princess Caroline, Minotaur, Cerberus, and Prometheus, on the Night of the 25th of July, 1809.

No, 11, Transport Brig, of 23 men, Nicholas Uruiff, master, bound to Abo, laden with provisions.
No. 62, Gun Boat, of 2 eighteen-pounders and 44 men.
No. 65, Gun-Boat, of 2 guns and 49 men.
No. 66, Gun-Boat, of 2 guns and 44 men.
N. B. The Gun-Boats taken by the Boats of the above Ships at Fredericksham.

C. D. PATER.

A letter has been received by the Honourable William Wellesley Pole, from Captain Cottrell, of his majesty's ship the Nijaden, dated in Kilduin Bay, the 6th of June last, giving an account of the capture or destruction of twenty-two or twenty-three vessels in the river Kola, by the boats of the above ship, under the directions of lieutenants Wells and Smith. A fort under which those vessels were anchored, was taken possession of, and the guns brought away or thrown into the river.

SEPTEMBER 5, 1809.

Copy of a Letter from Vice-Admiral Rowley, Commander-in-Chief of His Majesty' Ships and Vessels at Jamaica, to the Honourable W. W. Pole, dated at Port-Royal, July 13, 1809.

SIR,

I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that his Majesty's sloop Tweed arrived here last night, from off Saint Domingo, bringing me a despatch from Captain Cumby of the Polyphemus, announcing the surrender on the 6th instant of the French troops composing the garrison of that city.

Their lordships will have been made acquainted already by my former letters with a detail of the proceedings of the squadron placed under Captain Cumby's orders for the purpose of co-operating with the Spanish troops investing the city, and with those belonging to his Majesty, which sailed from this island on the 7th ultimo, under the command of Major-general Carmichael; and the inclosed copy of the despatch above-mentioned will make known to them the proceedings of the squadron down to the period of capitulation and the terms on which the garrison has surrendered.

The exemplary vigilance and unremitted exertions of the officers and men composing the crews of his Majesty's ships and vessels named in the margin,* employed during this short but vigorous blockade, under the immediate orders of Captain Cumby, have contributed most essentially to accelerate the reduction of this last possession of the enemy on the Jamaica station. The fullest testimony is borne by Major-general Carmichael to the cordial support which he received from them after the arrival of the British troops, and I have no doubt that the conduct of Captain Cumby and that of the officers, seamen, and marines under his orders on the service, will be distinguished by their lordships' approbation, as it has already been by mine.

I have the honour to be, &c.

B. S. ROWLEY, Vice Admiral.

Polyphemus, off the City of St. Domingo,
7th July, 1809.

SIR,

I have the satisfaction to announce to you the surrender of the French garrison in the city of St. Domingo, by which event the whole of the former possessions of the Spaniards in this Island are happily restored to the Spanish nation. In detailing the operations which led to this result, subsequent to my letter of the 30th ultimo, I have to inform you that on the following day, I anchored at Caleta, and in compliance with a request from Major-general Carmichael, put eight of this ship's lower-deck guns on board the Sparrow sloop, to be landed at Paleaqui for the use of the batteries to the westward of the city. In the mean time, the Major-general and troops under his command had advanced with all the ardour and activity that characterize British soldiers in their approaches to the enemy, and taken post at the church of St. Carlos, nearly within musket-shot of the walls, and had cut off the communication between the city and Fort Jerome. The General commanding the French garrison having sent off a flag of truce proposing a cessation of hostilities for three days, I beg leave to transmit you copies of his letter and my reply.

On the 2d instant I received a communication from Major-general Carmichael, that the French general had made a formal proposal to treat for the surrender of the garrison, and I accordingly directed Captain Duer of his Majesty's ship the Aurora, to proceed on shore, and in concert with commissioners to be deputed by the Major-general, and the general commanding the Spanish forces, arrange the terms of capitulation; the very severe squalls and rainy weather we have since experienced, so much interrupted our communications with the shore, that the different articles could not be adjusted till the 6th, and this day they have been ratified, a copy of which, I have the honour to inclose. †

This despatch will be delivered to you by Captain Symonds of the Tweed, to whose zealous attention in conducting the sloops, schooners, and guard-boats, during a close and rigorous blockade of two months, I owe considerable obligation; and although the services of the squadron you did me the honour to place under my orders may not have been of a brilliant nature, I trust I may be permitted on this occasion to bear testimony to the unremitting perseverance with which the vessels maintained the stations assigned them, through all the variety of weather incident to the season, on a steep and dangerous shore, where no anchorage was to be obtained, as

* Polyphemus, Aurora, Tweed, Sparrow, Thrush, Griffin, Lark, Moselle, Fleure-de-la Mere, Pike.

† See Major-general Carmichael's Despatch, in the London Gazette of September 2d.

well as to the vigilance and alacrity of those officers and men who were employed in the night guard-boats, by whose united exertions the enemy's accustomed supply by sea was entirely cut off, and the surrender of the city greatly accelerated. I must also, in justice to Captain Burt of the Sparrow, beg permission to state the great promptitude, zeal, and ability evinced by that officer in the landing the lower-deck guns from this ship, under circumstances of great difficulty and labour; two of which he transported from André Bay to the East Battery, a distance of near thirty miles across an almost impassable country, prior to the arrival of the troops.

Of the conduct of Lieutenant Denman of this ship, and the detachment of seamen landed from the squadron under his orders, the Major-general is pleased to speak in high terms, and I have no doubt he will make a gratifying representation to you on this subject. The posts of Fort Jerome and Fort de l'Ozama, and the Gate de Condé, are occupied by the British troops this evening, and I shall lose no time in making the necessary arrangements for embarking the garrison, in number about twelve hundred, on board the squadron, and despatch them for Port Royal with all possible expedition.

I have the honour to be, &c.

W. PRICE CUMBY, Captain.

B. S. Rowley, Esq. Vice-Admiral of the White, and Commander in Chief, &c.

Head-Quarters at Santo Domingo, June 30, 1809.

Barquier, General of Brigade, &c. to Captain William Pryce Cumby, Commanding his Britannic Majesty's Naval Forces before St. Domingo.

SIR,

If you should think it proper a suspension of hostilities may be established for three days, with a view to facilitate the communications between us. You may be persuaded of the frankness of my intentions.

I send to you in consequence Mr. Fabvre, commissary of the marine, and Lieutenant-colonel Evrard, who will convey to me your reply to my proposal. I have the honour to be, &c.

J. BARQUIER.

I have the honour to apprize you that I am about to send an officer to his Excellency General Carmichael, with a proposal to the same effect.

J. BARQUIER.

Polyphemus, off the City of St. Domingo, June 30, 1809.

SIR,

In reply to your letter of this date, proposing a cessation of hostilities 3 days, I beg to state, that I conceive no advantage whatever could possibly result from such a measure, neither can I for one moment agree to it, but in concurrence with Major-general Carmichael, and the General commanding the Spanish troops. There will be no difficulty on my side in opening communication, wherever a white flag is hoisted at the city, unless it should be done at the moment of attack.

I have the honour to be, &c.

W. P. CUMBY, Captain.

To his Excellency General Barquier, Commander in Chief of the French Forces, &c. &c. &c.

SEPTEMBER 9.

Letters, of which the following are copies or abstracts, have been received at this office from Vice-admiral Lord Collingwood, commander-in-chief of his Majesty's ships and vessels in the Mediterranean, addressed to the Hon. William Wellesley Pole.

A letter has been received at this office by the Hon. William Wellesley Pole from Vice-admiral Lord Collingwood, dated on board the Ville de Paris, off Toulon, the 21st June last, transmitting two letters from Captain Stewart, of his Majesty's ship Seahorse, and one from Captain Maxwell, of his Majesty's ship Alceste, detailing their proceedings on the coast of Italy.

Captain Stewart reports the destruction of the enemy's forts on the small islands of Gianuti and Pianoso; in which services great gallantry appears to have been displayed by the officers and men who were employed under the directions of Lieutenants Bennett and Pearse, of the Sea-horse and Halcyon. About one hundred of the enemy were made prisoners. One private marine, of the Sea-horse, only was killed, and another wounded.

Captain Maxwell states the destruction of two gun-boats at Terrarina, by the Alceste and Cyane; the bringing off from a depot of timber on the coast, as much wood as the two ships could carry; and the demolition of three strong martello towers by a detachment of seamen and marines, commanded by Captain Staines, of the Cyane, who displayed equal judgment and resolution on the occasion. Whilst the ships were taking off the timber, a serjeant, two corporals, and twenty privates, came on board, deserters from the French army.

Lord Collingwood, at the same time, communicates an account he had received from Captain Duncan, of the Mercury, of the destruction of a number of trabaccolos, and other vessels, on the beach of Rotti, near Manfredonia, by the boats of that ship, under Lieutenant Gordon.

SIR, *Ville de Paris, off Toulon, June 23, 1809.*

Inclosed I transmit you, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Captain Raitt, commander of his Majesty's sloop the Scout, giving an account of the boats of that sloop having carried an enemy's battery near Cape Croisette, and captured and destroyed seven sail of the enemy's coasters, which had taken shelter under it.

Captain Raitt speaks in high terms of praise, of the conduct of Lieutenant Battersby, who commanded the boats on this occasion; and of the officers and men who accompanied him.

I have the honour to be, &c.

Hon. W. W. Pole. COLLINGWOOD.

MY LORD, *His Majesty's Sloop Scout, at Sea, June 14, 1809.*

I beg leave to inform your lordship, that this morning having observed a convoy of about fourteen sail, under the protection of two gun-boats, coming round Cape Croisette, steering to the eastward, I made all sail in chase; but about one P.M. it falling nearly calm, and the convoy a good deal dispersed, I detached the boats under the command of Lieutenant Battersby, manned by volunteers. Seven sail pushed for a harbour, about three leagues to the eastward of the Cape, where the boats proceeded under a heavy and well-directed fire of grape and musketry. After landing a

party to keep the enemy in check, who were numerous among the rocks, stormed and took possession of the battery, with two six pounders mounted in embrazures; which, after spiking, brought out the whole of the vessels, although they were fast with ropes to their masts-head and keels, and constantly annoyed with musketry from behind the rocks. I am sorry to say this service has not been performed without some loss on our side, having one killed and five wounded, two badly; but from the time, and other great advantages the enemy had, I hope your lordship will agree with me in thinking it comparatively small.

The conduct of the whole of the officers, seamen, and marines employed on this occasion, deserves the highest commendation; but I wish to point out particularly, that of Lieutenant Battersby, the first lieutenant, that led the party up to storm the battery. From his conduct on this occasion, and a great number of others that he has performed in the Streights of Gibraltar, I beg leave to recommend him to your lordship. The conduct of Mr. Farrant, second lieutenant; Mr. Batten, master; and Mr. Thompson, master's mate; deserve my warmest thanks, for their determined bravery, in going up the harbour with the boats under a heavy fire of grape and musketry from both sides, who have at all times handsomely volunteered their services on similar occasions.

The prizes are laden with wool, grain, leather, flour, and cheese; two of them I have been obliged to destroy, after taking out their cargoes; the others I have sent to Mahon. I beg leave to inclose a list of killed and wounded.

I have the honour to be, &c.

The Right Hon. Lord Collingwood, &c. WM. RAITT.

A List of Officers and Men killed and wounded on board of his Majesty's Sloop Scout, William Raitt, Esq. Commander, in cutting out a French convoy of Merchant vessels from under a Battery near Cape Croisette, Coast of France, Mediterranean, upon the 14th day of June, 1809.

Killed—John Marshland, landman.

Wounded—John Wilson, boatswain; John Gage, landman; Alexander Renny, landman; Robert Evans, volunteer 1st class; Jeremiah Barber, corporal of marines.—Total, 1 killed, 5 wounded.

Vice-admiral Lord Collingwood has transmitted to the Hon. William Wellesley Pole, another letter from Captain Raitt, of his Majesty's sloop Scout, giving an account of a gallant attack made on the 15th July, by a party of seamen and marines, under the direction of Lieutenant Battersby, on a strong battery which commanded the port of Carry, between Marseilles and the Rhone. The fort was carried without any loss on our side, and all the guns in it spiked; five of the enemy were killed, and seven made prisoners.

Vice-admiral Lord Collingwood has transmitted to the Hon. William Wellesley Pole, a letter from Captain Brenton, of his Majesty's ship the Spartan, giving an account of the reduction of the citadel and batteries on the island of Lussin, on the coast of Croatia, on the 10th of May last, by that ship acting in concert with a detachment of Austrian troops, under the command of Lieutenant-colonel Baron Ocharnick. The garrison, consisting of 170 men, was compelled to surrender at discretion, after some opposition to the attacks of the allies; in which the greatest gallantry was displayed by the latter, and in which they had only three men wounded. The conduct of Lieutenant Willes and Baumgardt, of the Spartan, and Lieutenant Figen, of the marines, is particularly noticed by Captain Brenton.

Lord Collingwood has also enclosed a letter from Captain Bullen of the Volontaire, giving an account of the destruction of Fort Rioux, on the coast of France, and the capture of five vessels which it protected, by the boats of the above ship, under the command of Lieutenant Shaw, of whose gallantry Captain Bullen speaks in high praise. On the side of the English there were only two wounded, the enemy had five killed and eight wounded.

SIR, *Ville-de-Paris, off Toulon, July* 16, 1809.

Having received by the Espoir, a letter from Rear-admiral Martin, dated the 2d instant, giving a detail of the proceedings of the squadron under his orders, in their co-operation with the British and Sicilian army, which informs me of their having landed on and taken possession of the islands of Ischia, and Procida, where the enemy made but little opposition; I have the honor to transmit Rear-admiral Martin's letter, by which their lordships will be fully informed of what occurred on this service.

A numerous flotilla of gun-boats which were collecting from Gaeta, and other parts of the coast, were attacked by the Cyane, Espoir, and the British and Sicilian gun-boats, when about forty of them were taken or destroyed. The Cyane was afterwards engaged with other divisions of gun-boats, and the batteries on shore which protected them, at one of which Captain Staines on the 26th landed, stormed it and destroyed the guns.

On the 27th the Italian frigate of forty guns, and a corvette which were making their escape from Baia to Naples, were attacked by the Cyane, and although assisted by all the batteries as she went along shore, it was with great difficulty she got into the Mole at Naples. It is represented to me that nothing could exceed the gallantry which was displayed by Captain Staines in all these several attacks, in which he was for three days (and with little interruption by night) engaged in a succession of battles. I am sorry to add that he is grievously wounded, having lost his left arm, and received much injury in other parts of the body. Lieutenant Hall the senior lieutenant, is also severely wounded, on the last day; as the second lieutenant had been disabled before, the ship was latterly fought and conducted by the master, who acquitted himself as a brave and good officer. The report of killed and wounded, I enclose.

As the Cyane has suffered very much in her hull, masts, and other respects, I have sent orders for her to proceed to England to be refitted.

I have the honor to be, &c.

COLLINGWOOD.

The Honourable W. W. Pole.

The Canopus, at Anchor, S. E. End of the Island of
MY LORD, *Ischia, July* 2, 1809.

I have the honor to acquaint your lordship that I sailed from Melazzo on the 11th of June, in company with his majesty's ships Spartiate, Warrior, Cyane, and Espoir; and the same day I detached the Philomel with four transports, containing two regiments of infantry, which Sir John Stuart wished to be landed on the coast of Calabria, for the purpose of destroying the enemy's batteries, and of undertaking the siege of Scylla, should it be found practicable. I proceeded with the remainder of the transports, gun-boats, &c. amounting in the whole to one hundred and thirty-three sail, into the Gulf of St. Eufemia, and close along the coast of Calabria, in the hope of diverting the attention of the enemy from Lower Calabria, and of enabling the two regiments detached by the general, to effect the purpose for

which they were sent. For four or five days it was nearly calm; and the whole expedition continued in sight of Calabria. On the 15th, the ships and transports from Palermo, amounting to nearly one hundred sail, accompanied by two Sicilian frigates and the Alceste, joined us; his royal highness Prince Leopold was on board one of his Sicilian Majesty's frigates, and Lieutenant-general Bourcard, appointed to command the Sicilian troops employed on this expedition, in the other. Sir John Stuart, upon being joined by this force, expressed a desire that General Bourcard should continue, with his division, on the coast of Calabria, and actually put some men on shore to effect a diversion, and that in the mean time we should proceed with the British and Sicilian troops which had sailed with us from Milazzo, to make an attack on the Islands of Ischia and Procida. On the 24th, I anchored with the whole of the ships to the northward of the said islands; and on the morning of the 25th, a landing was effected on the island of Ischia, under cover of his majesty's ships Warrior and Success, and his Sicilian majesty's sloop Leone, with several Sicilian and English gun-boats, without the loss of a single man, and the whole taken possession of, except a strong insulated castle off the south-east part of the island, which did not surrender till the 1st instant, after batteries had been erected and opened against it. The island of Procida capitulated on the evening of the 25th: and that night I received information that a flotilla of gun-boats, &c. was coming from Gaeta along shore; in consequence of which, the few gun-boats near us were detached in that direction, and at day-light of the 26th, the flotilla, amounting to forty-seven sail, was seen, and a signal made to Captain Staines, of the Cyane, (whom I had before detached to the southward of Ischia and Procida, with the Espoir and some of the Sicilian gun-boats to endeavour to hinder reinforcements and supplies being thrown into those islands,) to prevent the gun-boats from entering the bay of Naples. Captain Staines executed that service with the same ability and judgment, which he has shewn upon every other occasion; and by turning the gun-boats, and preventing their rounding the point of Baiæ, they were brought to action by the Sicilian and English gun-boats, supported by the Cyane and Espoir, and eighteen of them (gun-boats) taken and four destroyed. No language which I am master of, can convey to your lordship an adequate idea of the gallantry, judgment, and good conduct displayed by Captain Staines. From the time of our arrival before the bay of Naples, he was frequently engaged with the batteries and gun-boats near Baiæ; captured a Polacca from thence with troops destined for Procida; landed himself, supported by some Sicilian gun-boats, and destroyed a battery, with which he had been for some time engaged, of four forty-two pounders and a ten inch mortar; and on the 27th of June, Captains Staines and Mitford attacked the enemy's frigate and corvette, which, with a number of gun-boats, were mooring from Baiæ to the Mole of Naples. The action lasted from seven till half-past eight P. M. with the frigate, (the corvette out-sailing her much, soon made the best of her way to Naples,) during the greater part of the time, the Cyane was within half-pistol shot of the enemy's frigate, but from her being so near the shore, and supported by a number of gun-boats and batteries, was not able to continue the action. It is with sincere concern I have to inform your lordship, that during the action Captain Staines, and both the lieutenants of the Cyane, were wounded; but the ship was fought, the latter part of the action, by Mr. Joseph Miller, the master, of whom Captain Staines speaks in the highest terms, and begs to recommend to your lordship. The captain speaks also very highly of the conduct of Lieutenant James Hall, first of the Cyane, and of every officer and man under his command.

I have the honour to transmit, under another cover, a list of the killed and wounded on board the Cyane on the 26th and 27th of June. Captain Staines has lost his left arm out of the socket at his shoulder, and is wounded also in the side, but is in a fair way of recovery. Lieutenant Hall is also severely wounded in the thigh and arm, but there is every reason to hope he will do well.

I have the honour to be, &c.

GEO. MARTIN.

P.S. In addition to the gun-boats captured or destroyed, eleven smaller armed vessels were taken, and four destroyed the same day.

I will do myself the honour of transmitting to your lordship, by the next opportunity, a copy of the Articles of Capitulation of the Islands of Ischia and Procida.

Vice-admiral Lord Collingwood, Commander-in-chief, &c. &c. &c. GEO. MARTIN.

A List of Officers, Seamen, and Marines, killed and wounded on board His Majesty's Ship Cyane, in Action with the Enemy's Gun-boats and Batteries in the Bay of Naples, on the 26th June, 1809.

Killed.—Daniel Young, captain of the maintop; John Evans, boy 3d class.

Wounded.—David Jones, master's mate, dangerously; John Phillips, ordinary seaman, slightly; Alexander Lawson, ordinary seaman, ditto; Thomas Wilton, landman, ditto; John Sweeney, ordinary seaman, ditto; James Matthews, able seaman, ditto; John Rutherford, able seaman, ditto.

List of Officers, Seamen, and Marines, killed and wounded on board His Majesty's Ship Cyane, Thomas Staines, Esq. Captain, in Action with an Enemy's Frigate, Corvette, Gun-boats, and Batteries, in the Bay of Naples, on the 27th June, 1809.

Killed.—Samuel Jones, ordinary seaman; William Berry, private of marines.

Wounded.—Thomas Staines, captain, dangerously; James Hall, first lieutenant, ditto; Thomas Brewer, landman, ditto; Thomas Dewes, able seaman, ditto; James Coghlan, able seaman, badly; William Shenson, ordinary seaman, ditto; Matthew Booth, private of marines, ditto; William Richings, private of marines, ditto; John Ferrior, second lieutenant, slightly; John Taylor, midshipman, ditto; John Brown, quarter-master, ditto; William Barnes, quarter-master's-mate, ditto; Carlos Pinately, sailmaker, ditto; James Haydon, armourer's-mate, ditto; William Kelly, able seaman, ditto; William Jackson, able seaman, ditto; James Pearse, ordinary seaman, ditto; Isaac Arthur, boy, ditto; John Newton, serjeant of marines, ditto; John Rudge, private of marines, ditto.

SIR, *Ville de Paris, off Toulon, July* 31, 1809.

I inclose a letter from Captain Griffiths, to be laid before my Lords Commissioners of the Admiralty, giving an account of an attack made by the boats of the Topaze, on nine of the enemy's vessels lying at anchor in the road of Demaia, on the coast of Albania, which were with great gallantry boarded and brought out, notwithstanding the opposition of a very superior force: three of them being vessels regularly armed for war, and in complete preparation for resistance.

The conduct and spirit of Lieutenant Hammond on this occasion is deserving of the highest praise. Mr. Garson the acting master, the Lieutenants Mercer and Halsted, of the royal marines, and the other officers and men, supported him in a manner worthy of their character of British seamen and marines.

I have the honour to be, &c.

Hon. W. W. Pole. COLLINGWOOD.

SIR, *His Majesty's ship Topaze, off Paxo, June* 1, 1809.

Yesterday observing nine of the enemy's vessels at anchor in the road of Demata, behind the reef of rocks, under the fortress of St. Maura, and finding the ship could not with safety approach near enough to destroy them, I despatched the boats, under Mr. Charles Hammond, my first lieutenant, with the officers named in the margin,* to bring them out.

They were obliged to row along, outside the reef (and also after rounding it), exposed to the galling fire of their whole force, and within half musket-shot, a period of great anxiety to me, but which has, from great good fortune, been attended with the loss of only one marine killed, one seaman slightly wounded. The enemy suffered much in their retreat when boarded.

This attempt, made in open day-light, speaks so forcibly for itself, that I have only to inclose a statement of its result. I should be wanting to every sense of duty, if I did not mention my high admiration of the sterling gallantry of every officer and seaman employed on this service, and in recommending Lieutenant Hammond, in the strongest manner, to notice. I may be permitted to call to recollection my former reports of this officer, of the severe wound he received in capturing two of the enemy's vessels on this coast, whereby his right hand is all but useless, and to add the able support I received from him in the recent rencontre with the French frigate.

The conduct of Mr. George Garson the acting master, who has passed for a lieutenant, while it entitles him to every commendation I can bestow, is but the continuation of that which I have for three years witnessed in him, and I hope I may be allowed to solicit attention to his genuine merits. I am, &c.

A. J. GRIFFITHS, Captain.

George Worthington, marine, killed.
Henry Johnson, seaman, slightly wounded.

Captain Eyre, His Majesty's ship Magnificent, &c. &c.

List of the Enemy's Vessels captured and destroyed by the Boats of His Majesty's Ship Topaze, under St. Maura, May 31, 1809.

Zebeck, La Joubert, of 8 guns, 6 swivels, and 55 men, Mons. Martin, enseigne de vaisseau; taken.

Cutter, La Menteur, of 4 guns and 20 men, P. Gabriel, enseigne de vaisseau; taken.

Felucca, L'Esperance, of 3 guns and 18 men, commander's name unknown; taken.

Gun-boat, name unknown, of 1 gun and 16 men; destroyed.

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* Mr. G. Garson, acting master; Lieutenants E. S. Mercer and William Halsted, royal marines; H. P. Taylor and R. B. Fenwick, master's mates.

Gun-boat, name unknown, of 1 gun and 15 men; destroyed.
Trabaccola, name unknown, of 29 tons; destroyed.
Trabaccola, name unknown, of 30 tons; destroyed.
Balancelles, San Juan, of 18 tons; taken.
Trabaccola, San Nicolai, of 14 tons; taken.
The above vessels, except la Joubert, loaded with timber and brandy on government account. Cargoes much needed at Corfu.

A. M. GRIFFITHS, Captain.

Copy of a Letter from Captain Barrie, of His Majesty's Ship Pomone, addressed to Vice-admiral Lord Collingwood, and transmitted by his Lordship to the Hon. William Wellesley Pole.

MY LORD, *Pomone, off Cape Bou, June* 13, 1809.

I am to acquaint your lordship, that at eight o'clock this morning, Cape Bou bearing S. W. distant seven miles, after a short chase, I captured the Neapolitan privateer la Lucien Charles, commanded by Chevalier Charles Lucien Prevost de Boissi, adjutant-general de France, officer de la legion d'honneur. Le Lucien Charles is a new bombarde of about sixty tons; she mounts one twelve and two six-pounders, and is well found in small arms, with a complement of fifty-three men; she is ten days from Naples, and has not made any capture. Being much surprised to find an officer of General de Boissi's rank in the command of a small privateer, I caused the most diligent search to be made for papers; but none were discovered except those that relate to the Bombarde; it is fortunate the Pomone fell in with this privateer, as two very valuable Smyrna ships were in sight, at the time of her capture.

I have the honour to be, &c.

ROBERT BARRIE.

Extract of a Letter from Captain Campbell, of His Majesty's Ship the Nassau, to the Honourable William Wellesley Pole, dated off the Start Point, the 6th Instant.

Be pleased to inform my Lords Commissioners of the Admiralty, that at day-light this morning, standing up Channel with the East India convoy, observed a suspicious lugger standing to the southward, distant about five miles; made all sail in chase, but the breeze dying away, I sent four boats under the command of Lieutenants Gregory, Pyne, Drake, and Jackson, who volunteered; and, after a chase of two hours, came up with and carried her. I am well satisfied, had she been of much greater force they would have boarded her.

She proved to be the Jean Bart, French lugger privateer, of four guns and twenty-five men, belonging to St. Maloes, commanded by Louis Ollivier Pilvesse, enseigne de vaisseau, five days out from the Isle de Bas, and had made no captures.

The following Address has been presented to Sir Sidney Smith, by the Committee of Merchants trading to the Brazils:—

"The Committee of the Merchants of London trading to, and who have establishments in, Brazil, beg leave to congratulate Sir William Sidney Smith on his safe arrival in England, from his command on the coast of that country.

"Impressed with a lively sense of the essential services rendered by him to the commercial and shipping interests of the united kingdom in

general, and more particularly to those immediately concerned in the Brazil trade; of the protection he has so eminently and uniformly afforded them; and of the judgment with which his conduct has been regulated upon all occasions in which the interests of their correspondents and connexions have required his interference: this Committee consider it to be their duty to return Sir Sidney their most grateful thanks, which they request him to accept, accompanied with their warmest wishes for his health and prosperity.

ANSWER OF SIR SIDNEY SMITH.

SIR, *Royal Hotel, Pall-mall, Sept.* 4, 1809.

Mr. Buckle, Secretary to the Committee of British Merchants trading to the Brazils, having this day put into my hands your letter, containing an extract of the proceedings of that respectable body on the 17th ult. together with the very flattering proof of my earnest endeavours to promote the commercial interests of our country having been favourably considered by them, I lose no time in requesting you to convey to them my best thanks for this distinguished mark of their approbation. I assure you and them, that nothing could be more gratifying to me than this unanimous Address from so respectable a body of my countrymen, to whose service in general my whole attention and care have ever been and ever will be devoted. A sense of duty induced me to labour for the extension and security of the commerce of my country. All other modes of serving it being denied me by the circumstances of my situation, my first care was to cement the friendship of our allies the Portuguese; my next was to extinguish the enmity of our opponents in the Spanish part of that vast continent, and to shew the latter, that the enlightened views of the British Government and Nation, in Europe, with regard to Spain, entitled us to the confidence of her colonies, with which I succeeded in opening, and have since maintained, a degree of amicable intercourse which cannot fail to cement the bonds of friendship, and augment the resources of both States towards enabling them to bear the expenses of the war, on the success of which depends their safety, and even their existence. If in pursuing these great objects I have collaterally been enabled to further the interests of the British trade in general, I am sincerely rejoiced: and the proof you have kindly given me of my endeavours having been crowned with success, is (next to the approbation of those to whom I am responsible, and which I am happy to find not to be denied me) the most gratifying circumstance that could occur, and amply balances the painful struggles I have sometimes had against prejudice and egotism.

I beg leave, sir, to thank you personally for the very obliging manner in which you have conveyed this unexpected and most flattering Address. I cannot, however, in accepting it, omit to acknowledge the labours and merits of his Majesty's consul-general (Sir James Gambier), with whom I acted most cordially in all things where the interests of the Merchants trading to the Brazils were concerned.

I have the honour to be, &c.

Your most obedient humble servant,

(Signed) W. SIDNEY SMITH.

To J. Prinsep, Esq. Chairman of the Society of British Merchants trading to the Brazils.

Promotions and Appointments.

Captains, &c. appointed.

Captain William Maude, son of Thomas Maude, Esq. of Great George-street, Westminster, is appointed to command the Jewel (late Topaze French frigate); Captain Richards made post, and appointed to the Abercrombie; Captain Michael Halliday to the Heureux; Captain Watt to the Forrester; Captain Barclay to the Snap sloop; Captain Higman to the Rattler; Captain Foote to the Partridge; Captain Love to the Tisiphone; Lieut. Smith, of the Neptune, is promoted to the rank of commander, and appointed to the St. Christopher; Captain Achison to the Scylla sloop; Captain George Hoare to the Hesper; Captain Jacob Walton to the Amethyst; Captain Sir Michael Seymour to the Niemen; Captain Hardyman, for his services in Basque Roads, to the Armeide, of 44 guns; Captain Cathcart, who so nobly defended the Seagull against the Danes, to the Ganymede, *vice* Kerr; Captain Arthur Farquhar to the Desirée; John H. Godby to the Trompeuse; C. M'Donald to the Redpole; John Bowker to the Etna; Hon. Captain Dawson to the Parthian; John M'Adye to the Briseis; William Morce to the Amsterdam.

Lieutenants, &c. appointed.

R. P. K. Elphinstone to the Victory; Francis A. Seaman to the Temeraire; William Truss to the Briseis; George Russel to the Sheerwater; Thomas Gardiner to the Jasper; James Niven to the Hecate; Charles Pengelly to the Fylla; Henderson Baine to the Scipion; Henry Harbin to the Actæon; George Wilson to the Surveillante; John Couch to the Espiegle; Samuel Tappen to the Rainbow; Edward S. Ward to ditto; William Alner from the Triumph to the Vulture; John G. Bird to the Dreadnought; Charles Clyde to the York; H. M. Marshall to the Veteran P. S.; John Conyers to the Milford; William Stopford to the Africa; John Senger to the Desirée; Leigh S. Jack to ditto; Charles B. Hitchins to the Hero; Richard Coates to the Jasper; George T. L. Watt to the Espiegle; Joseph Prior to the Hesper.

Midshipmen passed for Lieutenants the first Wednesday in the month.

Charles Green, Bowen Richard Reed, Charles Payne, Joseph Chegwyn, John Hope, Richard Gregory, Alexander Montgomerie, Robert Morgan, Allan Otty, M'Bean Lenox Yates, Thomas Lenthorne, Frederick Medhurst, Samuel Hoskins, Daniel Baird, Algernon Henry Eliot, William Trevitheck, George Thomas Nicholls, Blackmore William Noble, John Wilkinson.

Mr. Alexander Paterson, late gunner of the Oiseau, who was dismissed the service a short time since, by the sentence of a court-martial, has been reinstated, and appointed to the Medway, of 61 guns, now at Plymouth.

Surgeons appointed.

Mr. S. Blandford to the Earl Howe; Thomas Martill to the Rattler; A. B. Grenville to the Arachne; John Prothero to the Rainbow; Henry Parsons to the Freya; Thomas Miller promoted from the Diligence store-ship to the Port Mahon; James Hall to the Rattler, *vice* Martill; P. C. Parlebien to the Jason; John Marpole to the Hecate; J. Osmand to the Sheerwater; Edward Evans to the Armeide; Robert Chambers to the Diamond; John Rose to the Namur; Thomas Cater to the Hercule prison-

ship; W. E. Odlum to the Intrepid; Isaac Johnstone to the Trinculo sloop; James Fletcher to the Waldemar prison-ship; Samuel Symonds to the Marengo prison-ship; Pearce Power to the Derwent; Robert Chambers from the Diamond to the Desirée; John Pegus to the Unité; William Bryan to the Sabine; James Lepper to the Dolphin; James Ayres to the Beaver; John Spence to the Woodlark; James Smith (2) to the Echo; Patrick Donnelly to the Ceres; D. Aitkin from the Neptune to the Suffolk P.S.; J. A. Madden to the Neptune; Robert Kirkwood to the Prothée; Rose Herring to the Achille; Joshua Horwood to the Crocodile; James Prior to the Thames; D. Lewis to the Argus; R. M. Cockerell, promoted from the Amelia to the Hesper.

Assistant Surgeons appointed, &c.

Charles O'Brien to the Niobe; John Parke to the Phœbe; Nicholas Roche to the Trent hospital-ship; Francis Hunt to the York; Patrick Kelly to the Orpheus; Robert Scott to the Pegase prison hospital-ship; James Cochrane to ditto; John Todd to be an hospital mate at Plymouth hospital; R. Torbitt to the St. Josef; Edward Caldwell to be an hospital mate at Barbadoes; G. Fitzgerald to be ditto at Forton prison hospital; J. L. Simpson to the Unicorn; Joseph Field to the Armeide; David Boyter to the Redbreast gun-brig; Robert Rainey to the Kent; C. O. Morris to the Lively; Charles Reilly to the St. Domingo; Henry Ellis to the Argo; Patrick Magovern to the Ajax; David Poole to be an hospital mate at Norman-cross prison; William Smith to the Caledonia; Hugh Mullholan to the Pickle.

BIRTHS.

On the 28th ult. the lady of Captain P. N. Otway, of the royal navy, of a daughter.

At Fareham, in Hants, the lady of Captain Mends, of the royal navy, of a daughter.

MARRIAGES.

At Truro, J. Whitbread, Esq. to Mrs. St. Aubyn, daughter of the late Commodore Mitchell, of Truro.

On the 18th of September, at East Stonehouse, near Plymouth, Captain William Johnstone, of the royal marines, to Miss Smith, eldest daughter of the late Colonel Smith, of the same corps.

On the 23d of September, at St. Mary-le-bone church, Captain Henry Sturrock, of the Hon. Company's ship Preston, to Mrs. Welladvice, of Charlton, Kent.

OBITUARY.

Lately, Admiral Bradley, father of Captain Bradley, of the Calypso aged 75.

In the West Indies, aged 25, Mr. Henry Thompson, purser of the Satellite.

On the 20th of September, at her apartments in Greenwich hospital, Mrs. Browell, the lady of the lieutenant-governor of that institution.

On the 14th of September, at Liverpool, David Sermon, mariner, aged 106, who had sailed round the world with Lord Anson, in the Centurion.

MEMOIR OF THE PUBLIC SERVICES

OF

SIR CHALONER OGLE, KNT.

ADMIRAL OF THE RED SQUADRON.

"Yes, I have sons, firm as their native rocks,
Who seek my glory 'mid contending shocks;
Who, like the British Lion, proudly brave,
Fight but to conquer, conquer but to save."——OWEN.

THE name of Ogle will be recognised, by many a veteran in the service, with that description of pleasure which we experience on meeting an old acquaintance, whose features a lapse of years has partially obliterated from our remembrance. More than half a century has passed by, since Sir Chaloner Ogle obtained post rank; and many, who were only midshipmen when he was promoted to a flag, are now old post captains. Within three—Sir Peter Parker, Admiral Digby, and Lord Bridport—he is at the top of the list of flag officers.

Sir Chaloner Ogle is the descendant of a very ancient and respectable family, long settled in the county of Northumberland; and it is deserving of remark, that his naval honours are hereditary.

His father, (Sir Chaloner Ogle) of whose professional life we shall present a sketch, before we record his own services, commanded the Wolf sloop of war, in the early part of 1708; from which, on the 14th of March, in that year, he was promoted to the rank of captain, in the Tartar frigate. In this ship he continued during the remainder of the war, stationed principally in the Mediterranean, where he made some very valuable prizes; by which, if he did not secure fame, he had the satisfaction of improving his pecuniary resources.

Some time after the accession of George the 1st, Captain Ogle was appointed to the Worcester, a fourth rate, of 50 guns; one of the ships belonging to Admiral Byng's fleet, which, in consequence of the hostile conduct of the Swedes, was ordered to the Baltic in the spring of the year 1717.

From the Worcester, Captain Ogle was removed into the Swallow, another fourth rate; in which, by the capture of a piratical squadron, on the coast of Africa, in April, 1722, he completely established his reputation as a brave and skilful officer. "The trade to the West Indies," says Entick, in his Naval History,* "being again † greatly annoyed by pirates, who, encouraged by the Spaniards, and the want of a force in the American seas to curb their insolence, not only interrupted our navigation, but frequently spoiled the coasts of our colonies: the merchants, by their repeated representations, prevailed with the government to send orders to the officers of the navy, cruising on the coast of Guinea, and in the West Indies, to exert themselves with the utmost diligence, in crushing these enemies to mankind. There was amongst these pirates on the coast of Africa, one Roberts, a man whose parts deserved a better employment; he was an able seaman, and a good commander, and had with him two very stout ships, one commanded by himself, of 40 guns, and 152 men; the other of 32 guns, and 132 men; and, to complete his squadron, he soon added a third, of 24 guns, and 90 men. With this force, Roberts had done a great deal of mischief in the West Indies, before he sailed for Africa, where he likewise took abundance of prizes, till in the month of April, 1722, he was taken by the then Captain, afterwards, Sir Chaloner Ogle."

Captain Ogle, having received the intelligence, that Roberts's squadron were in a bay, close to Cape Lopez, adopted the expedient of disguising his ship, so that she might appear to the pirates as a merchantman; and, standing in for the shore, he was soon descried by the enemy. The largest ship, commanded by Roberts

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* Page 730.

† In 1717, the West Indies had been so over-run with pirates, that, on the 5th of September, a proclamation was issued, offering a pardon to all such as should surrender themselves within a twelvemonth, for all the acts of piracy that they might have committed, before the 5th of January preceding. After the expiration of the limited time of surrender, rewards were offered to any of his Majesty's officers, by sea or land, who should take a pirate, upon his being legally convicted; viz. for a captain, 100l. any other officer, from a lieutenant down to a gunner, 40l. for an inferior officer, 30l. and any private man, delivering up a captain or commodore was entitled to a reward of 200l. on his conviction.

himself, and the smallest, were at this time high up in the bay, on the heel, cleaning their bottoms. Roberts, deceived by the appearance of the Swallow, and anticipating an easy prize, made a signal for the only ship which was in a condition for immediate service, to slip her cable and give chase. This vessel, which, as has been stated, mounted 32 guns, was commanded by Skyrm, a man of much resolution and courage. Captain Ogle fled, till he had decoyed the pirate to such a distance that the report of the guns could not be heard in the bay; and then, suddenly tacking upon his antagonist, he brought him quickly to action. Skyrm was wounded by the first broadside; but, such was the desperation with which his people fought, knowing the ignominious death which threatened them, that they did not surrender till after an action of an hour and a half's continuance.

Captain Ogle, whose mind appears to have been fertile in expedients, after taking possession of his prize, had another deception to employ. Hoisting the piratical colours, embellished with a death's head and crossed bones, over the King's, he returned to the bay, where he had left Roberts and his companion. They, in the interim, had righted their ships; and, again deceived by the device of Captain Ogle, they immediately stood out of the bay, with the view of congratulating Skyrm upon his conquest. Their joy, however, was but of short duration: for the Swallow brought both their ships to action, and, after an engagement of two hours' continuance, in which Roberts himself was killed, compelled them to surrender.

Captain Ogle carried his three prizes into Cape Coast Castle, where the prisoners, to the number of 160, were immediately put upon their trial. Seventy-four of them were capitally convicted; and, of 52, who were executed, the greater part were hung in chains along the coast.*

In consequence of this success, marked, as it was, by a considerable display of nautical skill, Captain Ogle, immediately on his return to England, was invested with the honour of knighthood.

* Notwithstanding this example, the depredations of the pirates were not terminated; and it was soon afterwards found necessary to send several ships of war to the northern colonies, and to Jamaica, whence, by degrees, they were ultimately expelled.

The next command that we find him engaged in, was that of the Burford, of 70 guns, one of the fleet which rendezvoused at Spithead, in 1729.*—In 1731, he commanded the Edinburgh, also a 70 gun-ship, which sailed with Sir Charles Wager's fleet to the Mediterranean.†

Sir Chaloner Ogle was promoted to the rank of rear-admiral of the blue squadron, on the 11th of July, 1739; and, a rupture with Spain being then daily expected, he hoisted his flag on board the Augusta, and proceeded to Gibraltar, with a squadron of twelve ships, with orders either to act separately, or to put himself under the command of Admiral Haddock who was in the Mediterranean, as circumstances might require. In this service nothing particular occurred; and, in the summer of 1740, Sir Chaloner Ogle returned to England with a great part of the Mediterranean fleet. He was immediately afterwards employed as third in command of the Channel fleet, under Sir John Norris, in the Shrewsbury, of 80 guns.

On his return to port, in the month of October, he was ordered to proceed to the West Indies, to reinforce Admiral Vernon, with the view of effecting the reduction of the Spanish settlements in that quarter. Having shifted his flag into the Russel, of 80 guns, he

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* This was at a period when, in consequence of the perverseness and obstinacy of the Spanish court, it was found necessary to assume a formidable aspect. On the 30th of June, a fleet of twenty sail of the line and five frigates assembled at Spithead, where it was joined by a Dutch squadron, under the command of Rear-admiral the Baron de Sommeldyke. Spain, alarmed at the assemblage of so large a force, was induced to agree to a treaty of general pacification; and, after the combined fleet had remained three months at Spithead, the Dutch squadron returned home, and twelve of the English ships of the line were paid off.

† In the summer of 1731, Sir Charles Wager was sent with a strong squadron into the Mediterranean, to escort a body of Spanish troops to Italy, for the purpose of supporting Don Carlos in his establishment as Duke of Parma. On the 5th of August, Sir Charles arrived at Cadiz, and was joined by a Spanish squadron, under the command of the Marquis de Mari. The English admiral, having concerted measures at Madrid, sailed from Cadiz, as commander-in-chief, on the 6th of October, and arrived at Leghorn on the 15th; where, after some conferences holden with the Grand Duke of Tuscany's Minister, the Spanish troops were permitted to land.—Sir Charles Wager, having executed his mission, returned to England at the beginning of December.

accordingly sailed from St. Helen's, on the 26th of the month, with twenty-four sail of the line, several store and fire-ships, and upwards of 150 transports, with a considerable body of troops on board, commanded by Lord Cathcart. On the 31st, before it had well cleared the land's end, the fleet was overtaken by a violent gale of wind, in which the Buckingham, Superbe, and Prince of Orange were so much damaged, that the first of those ships was obliged to return to Spithead, and the other two were escorted to Lisbon by the Cumberland. The rest of the fleet, with the transports, some of which were rather in a crippled state, proceeded on their passage to Jamaica, where, having previously watered at Dominica, they arrived without farther accident, on the 9th of January, 1741.

Admiral Vernon and Sir Chaloner Ogle having arranged their plan of operations with the military commanders, the fleet sailed from Port Royal on the 28th of January; and, in consequence of subsequent information, an immediate attack upon Carthagena was soon afterwards resolved upon. The account of this unfortunate expedition has been fully detailed, in our memoir of Admiral Vernon: * consequently, it is here unnecessary to repeat the particulars. Sir Chaloner Ogle continued to serve with Admiral Vernon till the recall of that officer, in December, 1742, when he succeeded him as commander-in-chief on the Jamaica station; having previously, in the month of March, been made rear-admiral of the red. On the 9th of August, 1743, he was made vice-admiral of the blue; on the 7th of December following, vice-admiral of the white; and on the 19th of June, 1744, admiral of the blue.

The dissensions which had taken place between Admiral Vernon and General Wentworth, had rendered government so sensible of the disadvantages attendant on a division of command between land and sea officers, that it was resolved to remedy the inconvenience in future, by investing the admiral with absolute authority over the marines, or any other military force that might be embarked on board the fleet. In the exercise of this authority, Sir Chaloner Ogle gave entire satisfaction; not only to those who

* *Vide* Naval Chronicle, Vol. IX. page. 169.

were under him, but to the inhabitants of Jamaica at large.* Sir Chaloner Ogle remained in the West Indies till 1745; but, with the exception of the unfortunate attacks which were made by Commodore Knowles,† on the harbours of La Guira and Porto Cavallo, in 1743, the whole of the time that he enjoyed the chief command on that station, was employed merely in cruising for the protection of commerce. Early in the month of June he arrived at Spithead, in the Cumberland, with three other two-decked ships, and a small convoy of merchantmen.

In the month of September following, Sir Chaloner Ogle was appointed President of the Court Martial, which assembled on board the London, in the river Medway, for the trials of the Admirals Matthews and Lestock, with the captains and other officers, who had been concerned in the unsuccessful action off Toulon, in the preceding year. He held this station only till the conclusion of the trials of the captains and lieutenants; at which time the court adjourned; and, when it assembled again, at Deptford, in May 1746, Sir Chaloner Ogle was succeeded, as president, by Rear-admiral Mayne.

This appears to have been the last of Sir Chaloner Ogle's public services. On the 15th of July, 1747, he was advanced to be admiral of the white squadron; and, on the 10th of July, 1749, to the still higher rank of admiral of the fleet, an honour which he enjoyed only a short time, as he died in the course of the year 1750.

Sir Chaloner Ogle, the son of this gentleman, and the immediate subject of our present notice, embraced the naval service at a very early period of life. He is believed to have been brought up, under the direct eye of his father, and to have been with him, during the entire period of his command in the West Indies. In the winter of the year that the admiral returned to Europe, he obtained a lieutenant's commission, (November 19, 1745) and, having passed

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* A private letter, dated Port Royal, April 29, 1744, bestows the following eulogium on Sir Chaloner Ogle:—"The inhabitants of this island begin to recover their spirits: the loss of Admiral Vernon is in great measure compensated for by the vigilance and good conduct of Sir Chaloner Ogle."

† *Vide* Naval Chronicle, Vol. I. page 166, *et seq.*

the intermediate rank of commander, he was made post, in the Yarmouth, on the 30th of June, 1756.

In the month of September following, Captain Ogle was ordered to the Mediterranean, as a passenger on board the Ambuscade frigate, to take the temporary command of one of the ships, the captains of which had been ordered home to give evidence on the trial of Admiral Byng.

Captain Ogle returned to England soon afterwards, and was appointed to the Aquilon, in which he is believed to have continued, till the conclusion of the war. In 1761, when he was employed entirely as a cruiser, he was particularly distinguished for his activity and success. Early in the month of January, he captured, and carried into Cork, two privateers; one, the Santa Theresa, mounting 10 carriage guns; the other, of inferior force. In February, he took the Comte de Grammont, a private ship of war, of Bayonne, carrying 20 guns, with a crew of 117 picked men. This vessel he carried into Lisbon; and, on the 4th of March, on his return to England, he captured the Zephire, another privateer, of 12 guns and 114 men, also of Bayonne. In July, off Cape Machicacoa, he took the Aurora privateer, of 10 guns and 75 men, belonging to Rochelle; and, on the 7th of August, while on a cruise about two hundred and fifty leagues to the westward of Cape Finisterre, he fell in with and captured the Subtile, a frigate, as she was termed in the official account, belonging to the French East India Company, of 16 guns, and 84 men. The Subtile was homeward bound, from the Mauritius, with a cargo and despatches. Several other prizes, of minor importance, were made by Captain Ogle, in the course of the year; but, owing to the inferiority of their force, when compared with that of the Aquilon, their respective captures were not distinguished by any circumstances deserving of notice.

From this period, till the termination of the war, during the latter part of which he was employed on the West India station, Captain Ogle's services do not appear to have been marked by any particular success; and, in consequence of the peace of 1763, he is not again professionally mentioned, till the year 1770, when he commanded the Elizabeth, of 74 guns, one of the ships which were put into commission at Portsmouth, on the apprehended rupture

with Spain, respecting Falkland's Islands.* Prior to this appointment, however—on the 28th of November, 1768—Captain Ogle had had the honour of knighthood conferred upon him.

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* These islands, the dispute respecting which, we have so frequently had occasion to mention, are situated in the southern Atlantic Ocean, to the eastward of the Straits of Magellan, in longitude 56 deg. 30 min. to 62 deg. 16 min. west of Greenwich; latitude 51 deg. 6 min. to 52 deg. 30 min. south. They consist of two large islands, surrounded by a great number of small ones. They were probably seen by Magellan, Sharpe, and Drake; but the credit of their discovery is generally given to Davies, by whom they were noticed in 1592. In 1594, they were visited by Sir Richard Hawkins, who saw some fires on them, and supposed them to be inhabited. They were called by him Hawkins's Maiden Land. They are said to have received the name of Falkland from Captain Strong, in the year 1689. Roggewin, who passed by the east coast in the year 1721, called them South Belgia; and they have also been called Pepy's Islands, Sebald de Wert's Islands, New Islands of St. Lewis, and Mallouines; but the name of Falkland has generally prevailed. In 1764, Commodore Byron was despatched by the British government to take formal possession of them, and to settle a colony at a place which he called Port Egmont. This little settlement was suffered to remain undisturbed till 1770. Captain Malby, who arrived at Portsmouth, from Falkland's Islands, on the 22d of September, in that year, related, that soon after his return to Port Egmont, from the coast of Patagonia, whither he had been, for the purpose of relieving the crew of the Swift sloop, which had been wrecked in the preceding March, at Port Desire, five Spanish frigates arrived, having on board a body of troops, and a train of artillery. Captain Farmer (late commander of the Swift, and senior officer) being convinced that the nature of this visit was hostile, went on shore with his own crew, to protect the settlement, whose only defence was a small block-house. At the same time, he ordered Captain Malby to anchor his ship, the Favourite, as close in as her draught of water would permit, and to land himself with fifty of his men, two six-pounders, and some swivels. On perceiving this arrangement, the Spaniards anchored three of their frigates opposite to the block-house, and began to fire upon it. Resistance appearing hopeless, only a few shots were fired, when Captain Farmer held out a flag of truce and capitulated. It was agreed, by one of the articles, that the Favourite should have permission to return to England, as soon as the governor of Solidad, or his deputy, should arrive at Port Egmont; and the Spaniards, to secure a compliance with this article, unhung the Favourite's rudder, and took it, with several of her sails, on shore. Captain Farmer and Captain Malby remonstrated against this insulting measure, but without effect. At length, the Favourite was suffered to depart. On her passage to England, she fell in with a Spanish galleon, when it became a subject of debate between the captains and officers, whether they would not be justified in seizing her, by way of retaliation for the hostilities committed,

Sir Chaloner remained only a short time in the Elizabeth; as, in consequence of a pacific arrangement with Spain, that ship, with most of the others that had been put into commission, was paid off. In 1774, he was appointed to the Resolution, also of 74 guns, which was then commissioned as a guardship at Portsmouth. In the Resolution he continued some years after the commencement of the American war; and, in 1778, and 1779, he was employed on the home station, under the orders of Admiral Keppel, and afterwards of Sir Charles Hardy.* He was not present, however, at the encounter with the French fleet, off Ushant.

At the close of the year 1779, Sir Chaloner Ogle sailed from England, under the command of Sir George Rodney, who was sent out with a fleet of twenty sail of the line, to relieve Gibral-

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and the insult offered to the British flag at Port Egmont. The majority, however, were against the measure, and the galleon was suffered to proceed.

In consequence of this intelligence, sixteen sail of the line were ordered to be put into commission; press-warrants were issued, bounties were offered, houses of rendezvous were opened, and every preparation was resorted to, that could give weight and effect to the projected commencement of hostilities. In the succeeding year, however, the dispute respecting these islands was settled in favour of England; but, on farther consideration, they do not appear to have been so highly estimated by the British government; as, in 1774, the Endeavour store-ship, commanded by Lieutenant Gordon, was sent thither, with orders to bring home Lieutenant Clayton, and the party which had been left with him, together with all such stores as might be judged serviceable. Lieutenant Clayton, previously to his quitting Port Egmont, fixed up a piece of lead, with an inscription, signifying that the islands, bays, forts, &c. appertained to his Britannic Majesty. He also left the British colours flying on the fort; but, in the course of the year, these islands, which had been so pertinaciously contended for by England, were ceded to Spain; and, if we may judge, from the following account of them, given by Captain Macbride, it would not be an easy task to fix upon objects less deserving of contention:—"We found a mass of islands and broken lands, of which the soil was nothing but a bog, with no better prospect than that of barren mountains, beaten by storms almost perpetual. Yet this is summer, and if the winds of winter hold their natural proportion, those who might be about two cables' length from the shore, must pass weeks without having any communication with it."

* For the respective memoirs of these officers, *vide* NAVAL CHRONICLE, Vol. VII. page 277, and Vol. XIX. page 89.

tar.* He had consequently the honour of sharing in the defeat and capture of the greater part of the Spanish squadron, commanded by Don Juan de Langara, on the 16th of January, 1780; † though, in consequence of his ship having been one of those in the rear, and the van ships having nearly terminated the action before their companions got up, he was but slightly engaged.

During his absence at Gibraltar, Sir Chaloner Ogle was advanced to the rank of commodore, and Lord Robert Manners was appointed his captain.

The Resolution was one of the ships which, in February, returned to England with the Spanish prizes, under the command of Rear-admiral Digby and Sir John Lockhart Ross; ‡ Admiral Rodney, with part of the fleet, having proceeded on his original destination to the West Indies, after accomplishing his primary object, the relief of Gibraltar. On the 23d of February, five days after parting with Sir George Rodney, the returning division of the fleet fell in with a French convoy, of thirteen sail, protected by two ships of 64 guns each, the Ajax and Prothée, a frigate, and two large store-ships *armée en flute*, bound for the Mauritius. A general chase commenced; and Sir Chaloner Ogle, in the Resolution, got up with the commodore's ship, the Prothée, M. de Chilot, about one P.M. A brisk action of half an hour ensued, at the expiration of which the Resolution made prize of her antagonist, without the loss of a single man. Had it not been that the weather was extremely boisterous, and that a dark night came on, the whole of the convoy would probably have been captured; but, in consequence of those circumstances, the Prothée, and three of the transports, were all that fell into the hands of the English.

In May, 1780, soon after his return to England, Sir Chaloner Ogle was ordered to America, with the following squadron, under the command of Rear-admiral Thomas (afterwards Lord) Graves, § for the purpose of reinforcing Admiral Arbuthnot.

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* *Vide* biographical memoir of Lord Rodney, NAVAL CHRONICLE, Vol. I. page 371.

† *Ibid.* page 374.

‡ For a portrait and biographical memoir of this estimable officer, *vide* NAVAL CHRONICLE, Vol. VI. page 1.

§ A portrait and biographical memoir of this officer are given in the Vth Volume of the NAVAL CHRONICLE, page 377.

Ships.	*Guns.*	*Commanders.*
London	98	Thomas Graves, Esq. rear-admiral of the red, Captain David Graves.
Culloden	74	——— George Balfour.
Royal Oak	74	——— Sir Digby Dent.
Bedford	74	——— Edmund Affleck.
Resolution	74	Sir Chaloner Ogle, Knt. Commodore. Captain Lord Robert Manners.
America	64	——— Samuel Thompson.
Prudente	64	——— Thomas Burnet.
Amphytrite	24	——— R. Biggs.

This squadron, which sailed from Plymouth, with a contrary wind, on the 17th of May, effected a speedy and prosperous passage; but, in consequence of the French admiral, the Chevalier de Tiernay, having secured himself in port, and not chusing to face the British fleet, the remainder of the year was uninterestingly consumed, in a service of blockade.

On the approach of the hurricane months, Admiral Rodney left the West Indies for America; and, when he returned, Sir Chaloner Ogle accompanied him.

On the 26th of September, in the same year (1780), Sir Chaloner was promoted to the rank of rear-admiral of the blue squadron; soon after which, as there was a sufficient number of flag officers, his seniors, employed on the West India station, he was recalled; and, in consequence, he returned to England, in the month of February, 1781.

Sir Chaloner Ogle was farther promoted, on the 24th of September, 1787, to the rank of vice-admiral of the blue squadron; on the 1st of February, 1793, to be vice-admiral of the red; on the 11th of April, 1794, to be admiral of the blue; on the 14th of February, 1799, to be admiral of the white; and, on the 9th of November, 1805, to be admiral of the red.

It is remarkable, that Sir Chaloner Ogle has never once been favoured with an opportunity of hoisting his flag; a circumstance which probably, in some measure, arose from the long period of peace, which ensued shortly after he attained the rank of a flag officer.

Sir Chaloner married, on the 7th of September, 1761, Miss Esther Thomas, the youngest daughter of the Bishop of Winches-

ter, by whom he has had several children. On the 20th of December, 1785, his second daughter, Miss A. Ogle, was married to the Hon. Edward Bouverie, brother to the Earl of Radnor, by whom she has issue; and, on the 28th of August, 1790, his youngest daughter, Jemima Sophia, was married to the present Sir Charles Asgill, Bart.

NAVAL ANECDOTES.
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

MERMAIDS.

THE following interesting letters will be found to throw considerable light upon a subject, which has occasionally excited doubt, even in the minds of the best informed:—

Letter from Miss MACKAY, *Daughter of the Rev.* DAVID MACKAY, *Minister of Reay, to Mrs.* INNES, *Dowager, of Sandside.*

" MADAM, *Reay Manse, May* 25, 1809.

" To establish the truth of what has hitherto been considered improbable and fabulous, must be at all times a difficult task, and I have not the vanity to think that my testimony alone would be sufficient for this purpose; but when to this is added that of four others, I hope it will have some effect in removing the doubts of those, who may suppose that the wonderful appearance I reported having seen in the sea on the 12th of January, was not a Mermaid, but some other uncommon, though less remarkable inhabitant of the deep. As I would willingly contribute to remove the doubt of the sceptical on the subject, I beg leave to state to you the following accounts, after premising that my cousin, whose name is affixed along with mine, was one of the four witnesses who beheld with me this uncommon spectacle.

" While she and I were walking by the sea shore, on the 12th of January, about noon, our attention was attracted by seeing three people who were on a rock at some distance, shewing signs of terror and astonishment at something they saw in the water; on approaching them, we distinguished that the object of their wonder was a face resembling the human countenance, which appeared floating on the waves; at that time nothing but the face was visible. It may not be improper to observe, before I proceed further, that the face, throat, and arms, are all I can attempt to describe, all our endeavours to discover the appearance and position of the body being unavailing. The sea at that time ran very high, and as the waves advanced, the Mermaid gently sunk under them, and afterwards re-

appeared. The face seemed plump and round, the eyes and nose were small, the former were of a light grey colour, and the mouth was large, and from the shape of the jaw-bone, which seemed straight, the face looked short; as to the inside of the mouth I can say nothing, not having attended to it, though sometimes open. The forehead, nose, and chin were white the whole side face of a bright pink colour. The head was exceedingly round, the hair thick and long, of a green, oily cast, and appeared troublesome to it, the waves generally throwing it down over the face; it seemed to feel the annoyance, and as the waves retreated, with both its hands frequently threw back the hair, and rubbed its throat, as if to remove any soiling it might have received from it. The throat was slender, smooth, and white; we did not think of observing whether it had elbows; but from the manner in which it used its arms, I must conclude that it had. The arms were very long and slender, as were the hands and fingers; the latter were not webbed. The arms, one of them at least, was frequently extended over its head, as if to frighten a bird that hovered over it, and seemed to distress it much; when that had no effect, it sometimes turned quite round several times successively. At a little distance we observed a seal. It sometimes laid its right hand under its cheek, and in this position floated for some time. We saw nothing like hair or scales on any part of it, indeed the smoothness of the skin particularly caught our attention. The time it was discernible to us was about an hour. The sun was shining clearly at the time; it was distant from us a few yards only. These are the few observations made by us during the appearance of this strange phenomenon.

"If they afford you any satisfaction I shall be particularly happy; I have stated nothing but what I clearly recollect; as my cousin and I had frequently, previous to this period, combated an assertion which is very common among the lower class here, that Mermaids had been frequently seen on this coast, our evidence cannot be thought biassed by any former prejudice in favour of the existence of this wonderful creature.

"To contribute in any degree to your pleasure or amusement, will add to the happiness of,

Madam, your greatly obliged,

"ELIZ. MACKAY,
"C. MACKENZIE."

Letter from Mr. WILLIAM MUNRO, *Schoolmaster, of Thurso, to Dr.* TORRENCE, *regarding a Mermaid seen by him some years ago.*

"DEAR SIR, *Thurso, June 9, 1809.*

"Your queries respecting the Mermaid are before me. From the general scepticism which prevails among the learned and intelligent about the existence of such a phenomenon, had not your character and real desire for investigation been too well known to me, for supposing that you wished to have a fertile imagination indulged by a subject of merriment, I would have been disposed to have concluded, that in this instance you aimed at being ranked among the laughing philosophers, at my expence. Sensible, however, that this is not the case, and taking it for granted that you are

sincere, I shall endeavour to answer your queries, though there is little probability that any testimony which I can give respecting the Mermaid, will operate towards convincing those who have not hitherto been convinced by the repeated testimonies adduced in support of the existence of such an appearance. About twelve years ago, when I was parochial schoolmaster at Reay, in the course of my walking on the shore of Sandside Bay, being a fine warm day in summer, I was induced to extend my walk towards Sandside Head when my attention was arrested by the appearance of a figure, resembling an unclothed human female, sitting upon a rock extending into the sea, and apparently in the action of combing its hair, which flowed around its shoulders, and of a light brown colour. The resemblance which the figure bore to its prototype, in all its visible parts, was so striking, that had not the rock on which it was sitting been dangerous for bathing, I would have been constrained to have regarded it as really an human form, and to any eye unaccustomed to the situation, it must have undoubtedly appeared as such. The head was covered with hair of the colour above mentioned, and shaded on the crown; the forehead round, the face plump, the cheeks ruddy, the eyes blue, the mouth and lips of a natural form, resembling those of a man; the teeth I could not discover, as the mouth was shut; the breasts and abdomen, the arms and fingers of the size of a full grown body of the human species; the fingers, from the action in which the hands were employed, did not appear to be webbed, but as to this I am not positive. It remained on the rock three or four minutes after I observed it, and was exercised during that period in combing its hair, which was long and thick, and of which it appeared proud, and then dropping into the sea, which was level with the abdomen, from whence it did not re-appear to me. I had a distinct view of its features, being at no great distance on an eminence above the rock on which it was sitting, and the sun brightly shining. Immediately before its getting into its natural element, it seemed to have observed me, as the eyes were directed towards the eminence on which I stood. It may be necessary to remark, that previous to the period I beheld this object, I had heard it frequently reported by several persons, and some of them persons whose veracity I never heard disputed, that they had seen such a phenomenon as I have described, though then, like many others, I was not disposed to credit their testimony on this subject. I can say of a truth, that it was only by seeing the phenomenon I was perfectly convinced of its existence.

"If the above narrative can in any degree be subservient towards establishing the existence of a phenomenon, hitherto almost incredible to naturalists, or to remove the scepticism of others who are ready to dispute every thing which they cannot fully comprehend, you are welcome to it, from, dear Sir, your most obliged, and most humble servant,

"WILLIAM MUNRO."

"*To Doctor Torrence, Thurso.*"

PROTECTION OF THE COASTING TRADE.

A MEMORIAL, of which the following is a copy, was presented to Mr. Grenville, at the time that that gentleman was at the head of the Admiralty, for the better protection of the coasting trade. The plan which it recommended was, for some time, acted upon with great success; but, owing to the change of ministry, or some other cause, it has been relinquished. The necessity, however, of adopting some efficient measure, to prevent the depredations of the enemy, has rather increased than diminished; and as it is possible that the memorial here mentioned, together with its proposed means of prevention, may have been forgotten, we take the opportunity of inserting it in the NAVAL CHRONICLE, in the hope that it may attract the attention of those whose business it is to provide the necessary facilities for the protection of British commerce.

"From October to April, there has always appeared on the part of the French, a regular plan in all their ports and outlets, from Cherbourg to Dunkirk, of privateering in wretched, but suitable and mischievous craft, against the shipping of Great Britain; this has usually been attended with too much success against the coasting trade in general, and, in particular, on the important and extensive trade of provisions from Ireland; of which a greater proportion is brought forward for the special use of the navy and army.

"The severity of the weather, and the great darkness of the season, from short days and fogs, makes this time most suitable to such depredations.

"Shipping, under the British flag, with the coasting trade, forming an *endless chain of transit* on our coast, these attacks cannot fail of a success greatly disproportioned to the pecuniary risk of their adventure; and equally disgraceful, vexatious, and highly injurious to our national power and commercial property.

"In this manner, great losses were sustained in the last war, from the Scilly Isles up to North Yarmouth, which, during the *scarcity* of those times, were severely felt in the loss of grain and flour, and in the interruptions to their transit.

"But in the two winters immediately preceding the termination of that war (1799-1800, and 1800-1) a system of defence appeared to be practised, which very greatly decreased this evil, and protected the trade. It was, perhaps, the plan of *watching by particular and appointed cruisers* for the whole of the winter, each harbour and outlet on their coast, by such means, in a manner, blockaded.

"In the winter which followed the commencement of the *present* hostilities, few efforts appear to have been made on the part of the enemy, being either unprepared, or too much restricted by attention to Boulogne; or *prevented* by the expectation of a defence, and of precautions, similar or greater than those by which their excursions had been repressed before the termination of the last war.

"In the last winters (1804-5, and 1805-6) our trade has not passed

along our own southern shores with equal impunity: the losses, by the enemy's despicable but destructive marauders, have been very many and severe.

"The nature of this evil is to *increase* as long as hostilities continue between the two countries. Why the enemy has not always made much greater (more numerous) efforts at this sort of hostility it is not easy to conceive.

"All the defence that is *possible* is surely due, and called for in a national point of view: it does not concern mere commerce only, but the productions of the soil, the real riches and strength of the country. An interruption to the coasting trade is a species of siege, and the nearest step to landing and pilfering from the fields and towns on the coast.

"Convoys, which are a confession of the danger, are but an inconvenient palliative of it; they increase much the delays, and add something to the common risk of navigation, and they do not entirely defend: some of the severest losses of this kind have been sustained under convoys, which seem only to have *collected* the vessels for the greater convenience of capture in numbers, instead of singly, had they been without convoy.

"If the French fit their luggers, sloops, fishing-smacks, and open row-boats, and may, with impunity, leave their own coast in them, they can hardly, perhaps never did, fail to do great mischief by their expeditions. Can they be prevented?

"*Intimidation* alone would do much to check their enterprise: even now, it is probable, that the paucity of fishermen, smugglers, and other sailors, and, among these, the dread of an English prison alone, restrain much more numerous outfits, and save British property from much more extensive spoliation. The experience of a sharp *look-out*, with active and *proper vessels*, would have its full effect to increase this apprehension.

"The points of attack are naturally the *head-lands;* the Start, Portland, Bury Head, Beechy Head, &c. It is often found or fancied, that, in the winter season, there are a sufficiency of cruisers in the bottom of the harbours, bays, or creeks, on our coasts, which, in that situation, are useless for protection, and too distant for pursuit. In the case of convoy it has been observed, that the convoy leading has weathered a point, while the privateer, unperceived, has carried off the heavy and slow vessels to leeward, and out of sight of their protection.

"Can this mischief be guarded against, and its repetition, and above all its *increase* in future, be prevented?

"Perhaps, it is practicable; certainly it deserves all the attention, necessary to put in use the means which may be possible.

"My humble notion is, that prevention is the best remedy. I think it has been tried heretofore, and found to be so. My idea of prevention is, to appoint a chain or routine of cruisers, *of the proper description*, to watch off our own head-lands constantly, and to blockade the outlets, from Dunkirk to Cherbourg: Dieppe, and its neighbourhood, in particular.

"This service in the winter is neither easy nor agreeable; but if it is

necessary, and would be a useful mode of defence, its difficulty would be met like others, which have been so well supported and surmounted by the navy.

" When the weather may be so heavy that our vessels cannot keep a station on the opposite coast, it is not very favourable to the egress of the French; and, when favourable to that egress, it is equally so for the cruisers to hug their shore, and be close upon them.

" If this plan should be thought proper and practicable, would it not, on its continuance, perfection, and success, obviate, in a great degree, the necessity for coasting-convoys, and thereby increase the facility and despatch of business, and greatly relieve the attentions of convoys required for the protection of the coasting-trade?

" And as, in fine, hardly any thing seems now left to French maritime exertion, but the spoliations in their power, by captures, with wretched instruments, on the *British seas alone*, surely, the most effectual means of defence are required to disappoint this itch for plunder, which grows by practice into a habit, and is inflamed by success to hardier exertions and multiplied efforts.

" The writer can suppose that he offers nothing new, or not long before and well considered, and that he proposes either what is already practised, as far as possible, or is, by some nautical or other impediment, impracticable, or would not be efficacious. He, perhaps, understands a technical subject only in a popular, superficial manner: he thinks, however, his observation, which is extensive and long-continued; his interest in the subject, which has been great; and his experience of suffering, which has been severe, do not deceive him, nor exaggerate his notion of the importance of the matter, and of the necessity of all the defence and protection which can be given to an interest so extensive and important in national advantage and maritime ascendancy."

ADMIRAL SIR RICHARD STRACHAN'S THANKS TO THE ROYAL MARINES.

The following is a copy of Sir Richard Strachan's testimony of the meritorious conduct of the Royal Marines, on the late expedition to Walcheren:—

" To Captain Frederic Liardet, Royal Marines.

" SIR, " *St. Domingo, at Sea, September* 12, 1809.

" It was with great pleasure I heard of the encomiums of Sir Eyre Coote on the Battalion of Royal Marines. It reflects the greatest honour on you and the officers under your command, that this valuable corps have been preserved in health, when others have been afflicted with the prevailing disease. It is to your excellent management and discipline, and the example set by your officers, and the orderly disposition of your men, that I attribute this fortunate circumstance. It gives me great satisfaction in having this opportunity of assuring you that I am fully sensible of your meritorious conduct; and you will oblige me by accepting my thanks, and

conveying the same testimony of my approbation to the captains Boys, Wemyss, Parry, Hill, and Clarke, and the officers and private marines, serving under your command, and assure them how much I admire their conduct.—I remain, &c.

" RICHARD J. STRACHAN.
War-Office, Sept. 23, 1809."

INHOSPITALITY OF THE INHABITANTS OF MANJEEN, ONE OF THE SOCIETY ISLANDS.

A LETTER, dated from Sydney, New South Wales, on the 17th of July, 1808, after announcing the arrival at that port of the Mercury, colonial schooner, Thomas Reiby, master, from Otaheite, contains the following interesting particulars :—

The Mercury was hove down at Ulietea; and, upon this occasion, was moored, as the chiefs affirmed, to the very tree, which had, upon the like occasion, been made choice of by Captain Cook, for heaving down the Resolution; and to bring to recollection the more strongly that great circumnavigator's visit to those islands, a chief, named Mahee, produced a medallion of his Majesty, which his father had received as a present from Captain Cook; which, after some solicitation, he at length gave to Mr. Reiby; the reversed side, representing two ships, encircled by the words *Resolution* and *Adventure*, MDCCLXXII. This medal is considerably larger than a crown piece, and was originally gilt; but which, from the length of time, being 36 years, is now nearly worn off.

By the order of Laboo, the head chief at Ulietea, a store-house, 100 feet in length, and 50 in Breadth, was built for the reception of the Mercury's stores, the building of which was completed in a day and a half; so numerous were the workmen.

Upon leaving the island, the vessel stood towards Manjeen, an island to the south-west of Ulietea, the people of which seem perfect strangers to every race of people but their own. In their dress and colour they differ little from the Friendly Islanders, but owing, perhaps, to the total want of intercourse with civilized visitors, their manners are ferocious, as their aspects are forbidding. These people are said to be much above the ordinary size, robust, and very muscular. On the Mercury's approach, 50 or 60 canoes went out to meet her, each canoe having only one man in it, armed with a long spear and several short ones. As soon as she came to, which was about two miles from the shore, they went alongside, and entreated the hands to get nearer, which, together with their repeated efforts to decoy them into their canoes, produced a suspicion of their views, and, in consequence, the schooner's people got ready to defend themselves in case of attack.

Their numbers prodigiously increasing, every precaution was used to prevent any from getting on board; they appeared to have no kind of knowledge of fire arms, which they saw without emotion. They demanded every

moveable they saw on deck, and were understood, as their language differed little, if at all, from that of the Otaheiteans. The pigs on board they insisted upon having, frequently praised the size of the Mercury, and requested to know whose canoe she was? But at length becoming impatient, a number grappled with the bowsprit rigging, and endeavoured to pull her in towards the shore, while others were endeavouring, by main strength, to pull the bolts from the sides, for the sake of the iron, with the value of which metal they were doubtless made acquainted by Captain Cook.

As they had not any articles for barter, and the Mercury had not expended the whole of her trade, Mr. Reiby offered to purchase some of their spears, as they were ingeniously carved; but none of them would they upon any account part with; at length they began vehemently to threaten the people on board, if they continued to object to going on shore; many had spears in their hands; and one, who had taken a long spear up, with much seeming composure, while speaking to a seaman in the main chains, of the name of David Clarke, instead of offering it for barter, as was expected to be his intention, made a sudden plunge at the belly of Clarke; who received the spear through his right hand, and into the left groin, about an inch. The unfortunate man fell upon receiving the wound, and was with difficulty got in. A general disposition of attack was now manifested, and self-defence became a duty: two musketoons were immediately discharged among the foremost; and we are not sorry to observe, that the whole contents of one were lodged in the body of Clarke's unprovoked assailant. Their consternation at the noise they heard may easily be conjectured: they staid not to examine the cause of the explosion; but, taking to their paddles, in a few minutes reached the shore, where an immense number were assembled; and the Mercury took leave of this little inhospitable island, which is in about 21 deg. 38 min. 3 sec. lat. and 158 deg. 20 min. E. long.

A SAILOR AT BARTHOLOMEW FAIR.

The following laughable *jeu d'esprit*, purporting to be the account of a trial before the court of *Pied Poudre*, appeared in one of the newspapers, during the late festival of Bartholomew Fair:—

Hook v. *Grabb.*

This was an appeal to the Homage to obtain the restitution of nine sail of the line, three French flags, and about 40 pieces of cannon, captured by the defendant, a British seaman. It appeared that Hook, the appellant, had invited the public to witness a correct representation of the battle of the glorious first of June, and the destruction of the French fleet. Grabb, who had taken more grog on board than ballast, sailed into the marine exhibition, and took his station very close to the sea, which was formed of glass cylinders. Shortly after the English fleet appeared in a line of battle, led by the gallant Howe. The ships were neatly formed of paper, and they presented a very picturesque view. Hook, the showman, then announced

to the spectators that the enemy was in sight; and Grabb immediately rose up to clear for action, expressing at the same time his determination to pour in a broadside upon the first Frenchman that came within hail. The audience admired the blunt lingo of the tar, but no one suspected that he would join in the engagement. They were, however, deceived. The instant the French line was formed, and a cracker had been discharged, as the signal to engage, Grabb sent his stick among the nautical apparatus, and the glass sea, which exploded like Congreve's rockets. He then seized the greater part of the enemy's ships, guns, flags, and other minutiæ, and put them in his pocket, bidding defiance to the French navy, with Buonaparte at its head. This unexpected attack threw the showman and the audience into the greatest confusion, and, as the sailor was determined to maintain his victory, the constables were called; consequently, after a few shot had been exchanged, Grabb was conveyed before his betters. When the appeal was made, it was evident that Grabb had evinced too much zeal in aid of the British fleet: but he was half seas over, and the Homage only ordered him to make retribution to the amount of half a guinea. In compliance with this order Grabb threw down a guinea, and exclaimed, "B —— you, take a guinea, and let me have another shot at the enemy." The appellant was not willing to accede to the last proposal, but he received his disabled ships, ordnance, and prize money, and left the court.

LIST OF NAUTICAL FELLOWS OF THE ROYAL SOCIETY OF LONDON, 1809.

William Bentinck, Esq. Rear-admiral of the White.
William Bligh, Esq. Captain R. N.
Philip d'Auvergne (titular Duke of Bouillon) Rear-admiral of the White.
John Elliott, Esq. Admiral of the Red.
Sir Andrew Snape Hamond, Bart. Captain, ret.
Sir John Henslow, Knt. Surveyor of the Navy.
William Johnstone Hope, Esq. Captain R. N.
Joseph Huddart, Esq.
George Lord Keith, K.B. Admiral of the White.
Sir Charles Maurice Pole, Bart. Admiral of the Blue.
Sir Home Popham, Captain R. N.
Matthew Smith, Esq.* Captain R. N. Superann.
Sir Philip Stephens, Bart. late Secretary to the Admiralty.
Charles Stirling, Esq. Rear-admiral of the White.
Sir George Young, Knt. Admiral of the White.

* For the extraordinary case of Captain Matthew Smith, see Naval Chronicle, Vol. XXII. page 42.

CORRESPONDENCE.

ROCKET SYSTEM.

Letter III.

"———: *dolus, an virtus, quis in hoste requirat?*"

Virg. Æneid. L. 2. V. 389.

MR. EDITOR,

THE 32-pounder rocket carcass is the largest of the kind that has hitherto been constructed for use: but I am informed that it is proposed hereafter to try all the intermediate natures of rocket ammunition, such as 24 and 18-pounders, and even 42-pounders, to determine the *maximum* of the power and range of this weapon. The 32-pounder is completely cased in a stout iron cylinder, terminating in a conical head, and notwithstanding it's weight (from which it receives it's denomination) is not only fired without re-action, but is also unencumbered with the appendage of heavy apparatus to project it, as is the case with every other carcass. It is on these properties that depend its peculiar facilities for service. It is ammunition without ordnance; it is the soul of artillery without the body. It contains about 7 lbs. of carcass composition, in which respect it equals the 10-inch spherical carcass in common use, while it is freed from the ponderous accompaniment of a 10-inch mortar. The 32-pounder will, by it's inherent force, range between 2 and 3,000 yards; but it is doubtful whether the shell of the 10-inch carcass will suffer the charge requisite to project it the lesser of those distances. Should it therefore be wanted to increase it's solidity, so as to allow of it's ranging 3,000 yards, the 32-pounder rocket carcass will then convey considerably more composition than the 10-inch spherical carcass so thickened.

The next thing to be considered, in this comparison, is the probable difference of effect produced by each in falling either upon a house or ship; and here I cannot but conceive that the rocket carcass must have the advantage. The weight of the spherical carcass is so great, that with few exceptions, it goes completely through the building, and buries itself in the ground, nor can this be obviated by a reduction of it's weight without a proportionate loss of power. On the other hand the rocket carcass, not weighing more than one-third of the other, will not pass quite through, but generally lodge somewhere in the body of the house, although its weight and penetration is sufficient always to pierce the roof and at least one floor. It may be presumed, therefore, that the combustible which lodges in the body of a house, in the midst of furniture and drapery, is more likely to set fire to it, than one which buries itself in the cellars.

But the very nature of the cone in which the combustible matter is contained, renders it more effective as a carcass, for the thin iron case absorbs

no quantity of heat; on the contrary, it soon becomes red hot, calcines, and gives free issue to the ignited fluid, which soon becomes one extended blazing surface, while the massive shell of the spherical carcass greedily devours the caloric of it's internal fire, without being itself completely heated, and suffers a comparatively feeble and lambent flame only to issue through a few confined apertures.

But it may be said that the rocket carcass should be compared with other natures of spherical besides the 10-inch. If then, it be compared with the 8-inch, I answer that it contains double the quantity of composition; if with the 13-inch, that the excessive penetration of the latter into the ground tells more against it's setting fire to any building. Carcasses can seldom, if ever, be wanted against bomb-proofs; and it seems against those only that the spherical carcass would possess any superiority: but in almost every other case the rocket carcass must have the advantage. What I mean is, that in any given quantity, there is a greater probability of general success in the one than the other.

It has however been said, that "the enemy, when they discover that the rockets are mere carcasses, will cease to fear them, and will extinguish them." Now, I must observe, that this assertion begins by begging the question—by presuming that the rockets are mere carcasses, which is not the case; for a certain number of them have a 6-pounder grenade, or a cartridge of gunpowder enclosed in the body of the cylinder, which bursts during the combustion; and as these varieties are not distinguishable, the enemy must equally avoid all. In addition to this, every rocket contains smoak-ball composition, the suffocating quality of which is such, that no person can exist in a room where it has burnt but a few seconds. It has also been said, that "the rocket may easily be removed after it has fallen." This is, in a great measure, controverted by what has been said of the means taken to prevent approach: but farther to meet it, let it be considered how firmly such a body, and so shaped as is the head of the rocket, must fix itself into whatever substance receives it where it falls—it will in all probability be found sticking in a floor or deck; and if a man cannot by his hand draw out a small nail driven but a little way into a board, how shall he extract a large spike, fixed a foot or 18 inches deep in plank, part of which moreover is during the time near red hot. In answer to this it has been objected that the rocket stick forms a lever at hand to prise it out. It is a fact, however, that when the rocket impinges on any solid substance, even on the ground, the stick is shattered into splinters, some of which fly to a considerable distance, and possess considerable powers of penetration: so that in effect the stick, instead of becoming useful to disarm the rocket, as has been supposed, greatly assists its mischievous powers.

Not to monopolize more of the space so valuable in a miscellaneous work, or exhaust the patience of your readers, to all of whom this subject may not be equally interesting, I shall not pursue this statement farther at present, but conclude by an explanatory list of the different species of

rocket ammunition, which I conceive may prove gratifying to the curiosity of most persons into whose hands the NAVAL CHRONICLE is likely to fall.

Natures of Ammunition.		*Armed with*		*Extreme range*
42-POUNDER CARCASS ROCKETS	. . . .	*Carcasses*	large, 18lbs. . . small, 12lbs. . .	about 3,000 yards, but not yet accurately ascertained.
42-POUNDER SHELL ROCKETS	. . . .	*Shells*	5½ inch . . . . 12-pounder spher.	
32-POUNDER CARCASS ROCKETS	. . . .	*Carcasses*	large, 18lbs. . . medium, 12lbs. . . small, 8lbs. . .	ext. range, 2,000 yards, ,, 2,500 ,, ,, 3,000 ,,
32-POUNDER SHELL ROCKETS	. . . .	*Shells*	9-pounder spherical .	,, 3,000 ,,
32-POUNDER ROCKET CASE SHOT	. . . .	*Case Shot, which receives any increased velocity from the bursting powder.*	large, containing 200 carbine balls -	,, 2,500 ,,
			small, 100 ditto . .	,, 3,000 ,,
32-POUNDER EXPLOSION ROCKETS	. .	*strong iron cones, containing from 5 to 12lbs. of powder, to burst by fuzees*		,, 2,500 to 3,000 ,, ,,
12-POUNDER ROCKET CASE SHOT	. . . .	*Case Shot*	large, 72 carb. balls small, 48 ditto .	,, 2,000 ,, ,, 2,500 ,,
ROCKET LIGHT BALLS		These Light Balls are projected into the air by Rockets of different natures at great elevations; and being liberated by bursting at the greatest height of the Rocket, they are sustained by a *parachute* so as to float with the wind, and give a strong and permanent light.		
FLOATING CARCASSES ROCKET	. . .	These Carcasses are contrived to be capable of extraordinary great ranges by means similar to those above described.		

I have been thus particular in describing the properties of the rocket carcass, feeling how necessary it is to meet the general objections in which men of vulgar minds and prejudiced understandings are apt to indulge against new inventions; and I trust I shall convince every candid reader, that far from being a diabolical contrivance in violation of the laws of war, it is only a legitimate extension of means already employed by hostile nations for mutual destruction, and a most ingenious improvement of machines at present in use.

Shooter's Hill, 29th September, 1809. BRONTES.

*** Letters I. and II. on the Rocket System by the same writer are to be found in pages 100 and 201 of this Volume.

JOURNAL, &c. OF DR. W. CULLEN BROWN

(Continued from page 213.)

His Majesty's Ship Ætna, Scheldt, August 18, 1809.
Off the Bank of Saeftingen.

IN addition to my last, which I trust reached you, I shall proceed in regular detail.

" August 18th. Noon. Yesterday, between 12 and 1 o'clock, we weighed anchor; and have continued since dropping up as far as this place, which is little more than twelve miles below Antwerp. A party of us went ashore in the afternoon to Waerden, a pleasant village in South Beveland, with a church in it, where we admired the same cleanliness and neatness that are so remarkable in the houses of the inhabitants in other parts of the island. The chief part of the 4th regiment, or King's Own, is quartered here, and seem to have behaved well to the inhabitants, whose property and persons they have respected. Our troops were yesterday to have marched into Flushing; and five thousand prisoners of war were to have surrendered. Owing to a resistance on the part of the commandant, which, from its hopelessness, was worse than absurd, as it involved so many innocent lives, the town has been nearly reduced to ruins. Three of the principal churches have been burnt to the ground; and our shells have every where occasioned sad havock. It continued last night to lighten for two hours with uncommon splendour, during which a merchant brig, hired by government, called Elizabeth of Montrose, had her mainmast completely shivered, without farther injury being done to any one.

" The French fleet, with Dutch colours flying, are at present distinctly seen by us lying at the distance of some miles between Fort Lillo and Antwerp.

" 5 o'clock P.M. I have just come down from the main-top-gallant-mast, from whence I have been contemplating the city and environs of Antwerp, than which nothing can cut a more splendid appearance. We are able to make out nine apparently line-of-battle ships, and between forty and fifty gun-boats, and other small vessels.

" August 20th. Yesterday, at noon, took an early dinner on board, and went ashore to Bathz, the last fortification in South Beveland, on the left of the West Scheldt going up to Antwerp. Our party walked six miles into the country to a village called Crabbendyke, remarkable for nothing but the commendable neatness and cleanness of the inhabitants. The brigade between Bathz and this village, is composed of the 1st regiment of Guards, of part of the 2d and 3d Guards, and a small party of Marine Artillery and Engineers. Sentries are every where placed for the protection of the property of individuals, which, since the arrival of our troops among them, has remained inviolate. The peasantry, however, have had the precaution to remove out of sight all their young women; nor can they be blamed, our soldiers (without any disparagement to them) being certainly more easily restrained from rapine than from rape; which gives the country a deserted appearance. The country we traversed on this occasion is rich, verdant, and well wooded; but, on account of its levelness, unpicturesque; and, being factitious throughout, is every moment dependent on the exclusion of the surrounding water.

" Since taking possession of the fort of Bathz, our troops there have been busily occupied in rendering it more secure by forming mud traverses along the ramparts, &c. a labour that appears superfluous, the general

opinion being, that the place will shortly be untenable, in the event of which we shall have been working to the enemy's hands. Previously to the battery being deserted by the French, they had thrown into the fossè, which is very deep and wide, a quantity of ammunition, stores, &c. which having been since found out, our soldiers, after letting out the water, were all yesterday engaged in recovering what they could. A few days after its abandonment by the French, they made an unsuccessful attack on the fort, with a number of gun-brigs and gun-boats sent down the river for that purpose from Antwerp. We observed where a shot had passed through *three walls* of one house, and *two* of another at a considerable distance from the first.

" August 21st. Nothing of any moment done this day.

" August 22d. At eleven o'clock this forenoon, began to drop up to our present place of anchorage, Doel Bank, a little below the town of Doel. At half-past two we commenced firing off our shells, to annoy the enemy, who had begun throwing up a battery ashore. Before seven o'clock in the evening we threw thirty-five 13-inch, and five 10-inch shells, which being extremely well directed, had the effect of making them desist from proceeding in their works, and retire. To deter them from their attempt during the night, a shell is to be thrown every hour by one or other of the bomb-vessels here, namely, the Hound, Thunder, and Ætna.

" August 23. No shells were thrown till 5 o'clock this morning, at least by us; when, as it appeared that during the night the enemy had succeeded in forming an embrasure, we resumed our firing, and discharged twenty-three 13-inch shells by seven o'clock, at which time we left off. Again between 9 and 10 o'clock we threw ten more 13-inch shells, and compelled the enemy to abandon their works. Such is the concussion occasioned by the mortars, that even those let off by the other bombs, at a considerable distance from ours, cause a smart shock throughout the ships, and make every thing loose start from its place. A number of officers, with cocked hats, have been seen about the battery, seemingly concerting measures.

" Six o'clock P.M. We again fired off ten 13 and three 10-inch shells at the sand battery; but at length desisted for the night, in consequence of those engaged in carrying on the works, for the present retreating.

" August 25th. Nothing particular occurred in the course of yesterday. At different times, we discharged twenty-one shells, with the view of driving the enemy from the battery, from which they were accordingly repeatedly repulsed, but as often returned.

" August 26th. We yesterday expended six-and-six more shells against the battery, without any observable material consequence. Things still remain in *statu quo*. To-day shifted our position farther out in the river. Our troops are hourly expected to land.

" August 27th. Nothing has been done to-day. This afternoon, from the main-top-gallant-mast, I distinguished a boom, or chain, which the enemy have thrown across to prevent our ships, should the attempt be

made, from proceeding farther up the river. Antwerp cannot be farther distant from us than seven or eight miles, in a straight line; as, with a common glass, I have had as distinct a view of it as I ever had with my naked eye of Leith, from the Calton Hill, in Edinburgh. It is not a little tantalizing to have so near a prospect of one of the finest cities, and once the most opulent and commercial in Europe, without an opportunity of gratifying the natural curiosity to visit and explore it. I have been more than once similarly situated, when, under a cloudless Italian sky, and aided by an excellent glass, I have viewed from the mouth of the Tiber the dome of St. Peter's, more distinctly than I ever beheld St. Paul's without a glass from One-Tree-Hill, in Greenwich Park. When Captain Duncan, of the Porcupine frigate, on one of these occasions, pointed out to me St. Peter's, I well recollect, associating with the sight, as I did, the idea of so many memorable events long since passed away, my sensations were such as I neither can describe nor forget.

"August 28th. This day our troops have been engaged at Bathz in embarking all the military stores, ammunition, &c. they can; and to-morrow, it seems, the flat-bottomed boats and transports, and, possibly, the bomb-vessels, are to drop down the river; circumstances strongly indicating the speedy return of our expedition. The army have suffered much from the prevalence of dysentery, which, in not a few instances, has proved fatal.

"August 29th. To-day we fired off fifteen of the large shells against the battery ashore; while the Thunder, Hound, and a brig, have been throwing their shells at the enemy's troops on the opposite side of the Scheldt. The report our commander brings on board to night is, that we shall be detained here some time waiting the arrival of ships carrying stone from England, for the purpose of being sunk in the river here to interrupt its navigation.

"August 30th. Nothing has happened to-day worthy of notice.

"August 31st. In consequence of its having appeared this morning at six o'clock, that the enemy, in the course of the night, had added three more embrasures, in addition to the one already mentioned; the Thunder, Hound, Ætna, and a considerable number of the gun-boats opened on them, and for some time kept up a smart fire, which had the effect of silencing them. We ran some very narrow risks from their shells, one having fallen in the water little more than twenty yards beyond us, and another close to the ship, fortunately for us without exploding: so that it was considered as advisable for us to shift our station out of range of their shells. We fired off altogether on this occasion forty-one shells."

Should any thing farther occur, previously to our return, I shall not fail to transmit the news.

WM. CULLEN BROWN.

SIR, *October* 14, 1809.

CIRCUMSTANCES have prevented my reading your last CHRONICLE till this moment, and although it is perhaps too late for the insertion of this short letter in your work for the present month, yet as I am of opinion that nothing should be so rapid as the acknowledgment of an error as soon as it is pointed out or discovered, I will not delay to acknowledge that your Correspondent Philo-Naut is most perfectly correct in terming the word *interloper* a "slip of the pen," and if so used as to seem to apply to the gallant man whose cause he advocates, as an intruding adventurer, the expression deserves still higher censure. Philo-Naut, however, does not more admire the gallant Sir Sidney than I do, whether he considers his high military skill displayed at Acre, the conciliating wisdom evinced in the difficult association with a Turkish army, or his diplomatic abilities at El. Arish. Since my last letter I have conversed with a very experienced officer, and a friend of Sir Sidney, who saw the whole of the service at Toulon. He says that the cause for regret on that occasion, should be, the error in not having coolly arranged a plan, and deliberately prepared for its execution, as soon as the accumulation of a French force in the neighbourhood rendered it *at least possible* that a retreat would be necessary. He agrees with me fully, however, that the execution of this plan should have been entrusted to an officer of the fleet, who was in commission, and who had seen the whole of the service. If that officer had not availed himself of the assistance of Sir Sidney as a volunteer, in every case in which an able adviser or gallant leader was wanted, he would not have merited success.

I ought to add, that it was your note to page 105, which led me to this inquiry, and that I fully acknowledge the justice of your discrimination of the two services therein mentioned. In neither case do I blame the officers who accepted the command, (for who would have refused?) but I lament both cases as irregular, as tending to wound the feelings of many good men, and to materially injure the discipline of the navy.

I remain, Sir, yours, &c. A. F. Y.

CORRECT RELATION OF SHIPWRECKS.
No. XXXV.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.
FALCONER.

ACCOUNT OF THE LOSS OF THE HOPE TRANSPORT, AND OF THE SUFFERINGS OF HER COMMANDER.

(*Now First Published*)

MR. EDITOR, *North Shields, September* 29, 1809.

I HAVE taken the liberty to send you the following letter, which you will perhaps think worthy of a place in the NAVAL CHRONICLE: it is from Mr. Robert Denton, late master of the brig Hope, of Blyth, a light

transport, shipwrecked last winter on her return from Spain. Mr. D. is well known to me as a worthy young man, and most excellent seaman, having formerly sailed with me as mate. He now commands a very fine ship belonging to this port. I am, Sir,

Your most obedient humble servant,

HENRY SHADFORTH.

(COPY.)

"*Windsor House, near Kingsbridge, Devonshire,*

"HONOURED FATHER, *November 25*, 1803.

"The letter I wrote you on the 29th of October from Portsmouth, you would find more pleasing, than the dreadful and melancholy account I am now going to give you. On the 14th instant I left Corunna with about 200 sail of transports in company, under convoy of his Majesty's ship Sybille. On the 15th in the morning it blew a tremendous gale, at S.S.E. which continued till Thursday evening, when the fleet were hove to, by signal, being then in the entrance of the English Channel. At day-break on Friday morning the signal was made to bear away for Portland Roads; but it soon after coming thick, the fleet was hove to again. At this time the wind veered round to N.W. and blew harder than ever, and laid our ship half main deck in the water. At 6 P.M. it became more moderate. I then made sail, expecting to get to Plymouth; but at 8, the wind veered round to S.W. with increased fury, accompanied by thunder, lightning, and heavy rain: the fore-top-sail split to shivers, and shortly after the foresail gave way, by the sea breaking into it. I now found our destruction unavoidable, without a shift of wind, though I said nothing, lest it should dishearten the crew. About two o'clock on Saturday morning the lightning enabled us to see the Bolt head close to leeward, and the sea beating tremendously high against it. The anchor was immediately let go, and brought her up in good time; but alas! she soon parted. Death now stared us in the face in an awful manner. She struck upon a ledge of rocks, about 60 yards from a perpendicular precipice, 500 feet high. At that moment we all went to prayers for about five minutes, when the sea tript her up, and she fell over on her broadside, which we all got upon for about one minute, when we found the top was parting from the bottom. I now prayed for my dear wife and child, and begged on the Almighty for mercy. I then stript off my jacket, hat, and shoes, desiring every one to do the same, and leaped overboard, calling on the others to follow; but I believe none did but the mate, as I only saw him in the water: the others must have fallen into the bottom part of the ship, and perished in an instant. I was soon dashed up against the cliff, and taken back again with the back sweep right under her bottom. The returning wave washed me out from underneath the ship, and dashed me up against the cliff as before; and thus was I dragged backward and forward repeatedly. My strength was nearly exhausted, when a heavy sea bore me up into a cavity of the precipice, where I remained till I gathered strength to get upon my feet and look round. I called with all

my might, but not a soul was left to answer me, nor any thing of the ship to be seen. I now returned thanks to the Almighty for preserving my life. My shirt and pantaloons were cut to rags with the rocks, and my legs and thighs cut and bruised in a shocking manner, and the third finger of my right hand broke. I now had the cliff to climb, otherwise I must still perish before day-light. The lightning assisted me greatly: in climbing, my strength frequently failed me; and I was ready to drop, and be dashed to pieces; but, as I grew weak, the wind blew so hard against my back, that it in a manner bound me to the rock, till I again recovered. At last I arrived at the top, when I once more returned thanks to the Almighty for his goodness: but my sufferings were not yet at an end. I had to make my way a quarter of a mile through a brake of briars and thorns before I got on clear ground. I many times fell quite faint, and dropt down amongst them; but feeling the cold benumbing my whole frame, I started up, and pushed on till I got into a stubble field, which was almost as bad to my feet as the briers, the skin being entirely off of them, with climbing the cliff. By the glare of the lightning, I saw a white house. I knocked at the door as the clock struck five. I was received with the greatest humanity, and put to bed. As soon as I got warm, my wounds bled profusely: a man on horseback was immediately despatched for a surgeon, six miles off. He came and dressed me, and took the thorns out of my body, and attends me every day. I cannot express the praise due to this amiable family for their attention towards me, and the gentlemen farmers all round have been to visit me, and have given me the kindest invitations to their houses. Indeed I want words to express the kindness I have experienced. I cannot get in or out of bed without assistance; it will be at least a month before I can get a shoe on. The name of the good family I am with is Jefferys, of Windsor House, near Kingsbridge, Devon.

I am, your affectionate,

But unfortunate Son,

"ROBERT DENTON."

ACCOUNT OF THE LOSS OF THE LORD MELVILLE, BY FIRE.

THE following letter, relating to this distressing event, is from Captain Brown, of the late ship Lord Melville, to the Owners:—

"GENTLEMEN,

"It is with infinite regret I inform you of the melancholy loss of your ship Lord Melville; she was burned at sea on the 1st of April, 1809, in lat. 55 deg. 07 min. and long. 26 deg. 30 min. whether by accident or design Heaven only knows. At three P.M. while writing in the cabin, Mr. A. Hutchon, a passenger on board, called down, "The ship's on fire!" I instantly ran to the deck, and, to my utter astonishment, found it was the case; but, strange to relate, neither of the mates, nor any person on deck, could tell me where the fire was, or how it began. All hands were imme-

diately employed in drawing water, and every attempt was made to save the ship, but all our efforts were fruitless. At four P.M. the fire began rapidly to increase. Our situation then was beyond description—fifty puncheons of rum below deck, and the magazine full of gunpowder. The latter we got emptied by one desperate effort, at the imminent risk of our lives. We then got the boats out for our future preservation. At five P.M. we quitted the ship, just as we stood, when we could no longer remain by her. I was informed that Jacob Anderson, the boatswain, had gone below with a candle, while we were at dinner, into the forecastle, and had been drawing off rum, which no doubt has been the cause of this melancholy business. He fell a victim to it for his unpardonable conduct; we never saw him afterwards. At six o'clock, both main and mizen-mast fell by the board, and she blew up; an awful scene, and a melancholy end to such a ship and cargo. Our situation then was beyond description: night coming on; twenty-six people in two small boats, fifteen in one and eleven in the other, and 650 miles from any land. To all human appearance, it was only the prolongation of a miserable existence; but the same good Providence that assisted us in getting clear of the ship, aided us all along. We parted from the small boat on the 3d in the evening, and never saw her more. During the time we were in the boat, we were constantly wet with rain; the wind variable, and sometimes a heavy sea; and we had nothing to live upon but raw beef and water; biscuit we had none. On the 5th we fell in with the brig Sally, of Whitehaven, Captain Anthony Grayson, who took us on board, and whose humanity to us will for ever stamp him as a man of feeling for his fellow creatures in distress.

" I remain, your obedient Servant,

" THOMAS BROWN."

" P.S. The letter-bag was saved, but damaged."

Names of the People saved in the Pinnace.

Thomas Brown, master; John White, second mate; George Edington, carpenter; William Spence, William Davidson, George Miller, James Urie, Robert Gray, Paul Johnston, Peter M'Kellar, Robert Brown, William Kennedy, David M'Connechy, and Henry Pattison, seamen; Mr. A. Hutchon, passenger from St. Vincent's.

Names of the People who were in the other Boat.

James Blair, mate; William Ramsay, gunner; Donald Cameron, steward; John Curry, cooper; Thomas Blair, cook; Duncan Taylor, William M'Fayden, Thomas Turnbull, Robert M'Fayden, and Robert Miller, seamen; Mr. James Boyd, passenger from St. Vincent's.

THOMAS BROWN.

Messrs. John Campbell, sen. and Co. Glasgow.

ACCOUNT OF THE LOSS OF AN ALGERINE CORSAIR, ON THE COAST OF CORNWALL.

ON Saturday the 27th of September, 1760, in the night, a large xebecque, which was an Algerine corsair, struck near the Chimney rock, on the south side of Penzance. She was called the Cavallo Bianco, or White Horse, Almidah Benscouda, commander; she carried 18 six-pounders, and 220 men, of whom forty or fifty were Turkish soldiers, the remainder Moors. I shall never forget the terrors of that night. I was about eleven years of age, and was called up by my mother, amidst the ringing of the alarm bell, and the beating of drums. The first report was of "a French man of war or privateer," whose crew they said were landed; the second was by far more dreadful, "An Algerine with the plague on board." Nothing could equal the bustle and panic which this occasioned. Some ventured towards the beach, but quickly returned, affirming that they had smelt, at a great distance, the plague smell, and, in consequence, drank some brandy as an antidote. This was purely the effect of a terrified imagination. Several of the Moors, on the striking of the vessel, leaped into the sea, in order to swim to shore; some indeed escaped; but the night was so extremely dark, and the surf ran so high, that at least thirty-five or forty of them perished. At three o'clock, or near that time, the mast went by the board; and, after some time, part of the crew came on shore on the mast, and others as the tide receded.

At break of day, what a spectacle presented itself! A huge vessel of the most singular construction, at least to an English eye, wrecked and mutilated among the rocks! Men with long beards standing in groups, and having turbans on their heads, and dead bodies lying on the sand! They had imagined our shore was the Spanish coast, and expected, of consequence, certain slavery; but when convinced they were on English ground, exclaimed with great joy, "*Ingleterra! Inglesma! bona Ingleterra!*" It was recollected, that a person of the name of Pinfold had been much in the Levant trade, and that probably he would be able to talk to them: he was accordingly sent for; and, having a smattering in Lingua Franche as well as Italian, he became interpreter.

At first they were conducted to a place called the Barbican, where soup was provided for them. In the mean time, the Savage sloop of war being then on this station, Captain Peard sent most of his people to act as centinels, until such time as a party of soldiers should arrive from the neighbouring towns. The next day they were lodged in a decent house in the front street of the quay, and some time after removed to a building called the Folly, two or three fields distant from the town; but the officers, some of whom were handsome and portly men, were separately lodged at the Sandy bank, near the battery. Every attention was shewn them, and every comfort, consistent with their quarantine, administered to them. Their apparel was nothing extraordinary; the common men wore a coarse brown cloth, and some of them had the neck and cuff of their dress coarsely

embroidered with coloured worsteds. A few sabres were found, the handles of which were inlaid with mother of pearl; also some few muskets, ornamented in the same manner; besides which there was nothing discovered of any value. These became a prey to some bad fellows, were secreted, and afterwards sold. They remained here five weeks, under quarantine; and at last, by order of government, were put on board the Thomas transport, which took them to Falmouth, where la Blonde, a frigate which had been taken from the French, arrived, and conveyed them to Algiers.

The Algerines behaved very well in this place; but at Falmouth, where some of them were permitted to land, their conduct was far from orderly.

It is said that while the transport was at Falmouth, the late Admiral Boscawen came down to Tregothen to see his brother, Lord Falmouth, at which place the captain of the Thomas paid his respects to him. The admiral advised him to behave with the greatest kindness and civility to the Algerines, as they were at that time very friendly to our nation; and he hoped there was plenty of good provisions on board for their use. The captain assured him there was plenty of excellent pork, but very little beef. "Pork! (cried the admiral, who was too much in the habit of swearing) d—n you, and the Navy Board and Victualling Office together! Do not these blockheads know, that the religion of Turks and Moors forbids them to eat pork?"

This xebecque had been on a pirating excursion, on the coast of Portugal; had undergone some severe gales of wind, and, having little or no skill in any other than *littoral navigation*, lost herself in the main ocean, and was driven on the English coast in a storm.

MARINE SCENERY.

DESCRIPTION OF STROMOE, ONE OF THE FEROE ISLANDS.

STROMOE, the largest of the Feroe Islands, lies to the west of Osteroe, extending south-east and north-west. It is six miles and a quarter in length, and one and three quarters in breadth. It contains fourteen villages and single farms, and has four churches.

This island produces the best sheep; but, during severe winters, many of them are lost in the snow. It abounds also with sea-fowl: the rock principally frequented by them are situated towards the north, and exhibit in summer, at which time they swarm with them, a very singular appearance. The following short description will serve to convey a very faint idea of them. Before the rock which forms the sea coast stands a long rock, resembling a wall, which rises to the height of two hundred fathoms, so that it is almost equal in height to the coast itself. The bottom of this rocky wall, which throws out many projections, is almost entirely covered with fowl, which, as they are seldom scared by the presence of men, and still seldomer hear the report of a gun, are exceedingly tame. All the shelves and cavities of this rock are also filled with them. It has an opening in it like a lofty gateway, through which you can proceed in a boat towards the

coast, and when within it, you then perceive that this wall stands at a distance from the coast, so that a long channel is left between them; and this channel is so wide as to admit a large boat to turn in it. On both sides the rocks rise to the height of more than two hundred fathoms. As the long rock consists of several strata, and as the thinnest of these in general is hardened clay, which is softer than the other strata, these layers of clay are in many places washed out and destroyed by the force of the waves, and leave cavities which serve the fowls as places of resort, where they build their nests and rear their young. On the upper edge of the harder strata the fowls, with their white breasts projecting, arrange themselves in rows one above the other, as regularly as if they were porcelain figures disposed on shelves; and if they have not been before frightened by firing at them, you may shoot several of them before they are aware of their danger, and without the rest being the least disturbed. Those even which were placed close to the fowls that have been killed remain quiet in their places, and those which concealed themselves farther back in the cavity readily come forwards to occupy the places of those that have been shot; so that the row is again soon completed. To describe this spectacle properly is impossible; no pen can do justice to it: to form a proper conception of it one must have actually seen it.

PLATE CCXCIV.

MR. EDITOR,

ENCLOSED I send you a sketch of the port of Cuxhaven, which is partly formed and defended from the sea by substantial jetties and high banks, extending from the mouth of the harbour, half a mile up inland, where you enter the village of Ritzbüttel, which, though small in its district, comprises three parishes, together with the Port of Cuxhaven, and is subject to the city of Hamburgh. One of the senators of the latter city is stationed alternately as governor of Ritzbüttel for six years; the castle wherein he resides is a small, but strong square building, with a lofty roof, regularly fortified, and encompassed with a deep ditch and high ramparts, that overlook the village and command the roadstead: from these ramparts you have a view of the Hanoverian territory, which, though flat, is so studded with small hamlets and detached parts of wood-scenery, as to give it a very agreeable effect; the castle is provided with some artillery, and generally garrisoned by a company of 25 men.

Cuxhaven is well known as the general station for packet boats between this country and the North of Germany, and is also the station of the pilot-captain of the River Elbe, who is charged with the superintendance of the pilots on the river, and the care of the navigation. After landing at this place, a traveller may take the choice of a conveyance to Hamburgh by land or by water, both which are at all times to be had. While I was detained

here a few days by contrary and heavy gales of wind, the port became crowded with vessels, and a number of Blankenese fishing boats, which are of a peculiar construction, having an immense and lofty prow forward; they are however much esteemed as sea boats, and particularly when sailing upon a wind. I am, &c.

W. T. H.

NAVAL IMPROVEMENTS.

MR. EDITOR,

I BEG the favour of your inserting the inclosed letters in your publication, respecting the ship Economy, built on my patent plan, of which you were so good as to give an account last year, after her third voyage. The first letter states the performance of the ship at sea, which has been equally well as before, with the addition of her character being now established as a remarkably dry ship; and I am informed by the captain that she has brought home two-thirds of the coffee from Demerara, which proves the opinion of the merchants there on this point. The second letter is from a gentleman many years well known for his accurate and minute knowledge of ship-building to the directors of our naval department, as well as for his inflexible integrity, which must render his testimony of the most unbounded value. After the manner in which my proposals have been treated by the Navy Board, explained in the Athenæum last September, it would be in vain to again solicit a trial of my plan *at present*, though its advantages are well known to some of its members, particularly to the junior surveyor, who I think it just to state was *not* a member of the board at the time it was refused, and though eight passages across the Atlantic (in which the ship experienced much severe weather, often with cargoes of a very trying nature, such as bricks, lime, &c.) must have proved the sufficiency of the mode of construction to even the most timorous minds. But on this subject I shall say no more at present, intending hereafter to address you again respecting it, only to observe that I live in hopes that certain political alterations, the result of extraordinary discussions now expected, and which sooner or later must take place, will give those who can demonstrate the means of great national savings a fair chance of being attended to; and that then I may at last reap the fruit of my labours, in the honour of having actually delivered the greatest maritime nation in the world from *all difficulties* of supplying timber for her navies and fleets, as I already have had that of pointing out the means, and proving them effectually by an expensive experiment, to which she contributed nothing: having thereby gained at least the glory of having made England my debtor. I shall con-

clude now with requesting those gentlemen, who will not see the extent of this experiment in proving the plan for vessels of a different description, to consider whether there is not infinitely less difficulty in my adapting the plan to the peculiar exigencies of ships of war, or India ships and others, than there was in my having brought it to such perfection in a vessel of 260 tons, at the very first trial, without ever having before attempted the building of a ship, and after a life spent chiefly in mathematical studies and literary pursuits.

I am, Sir, your obedient servant,

J. W. BOSWELL.

The funnel mentioned in the captain's letter is described in the last volume of the quarto series of Nicholson's Philosophical Journal.

MR. J. W. BOSWELL.

" SIR, *London, July* 8, 1809.

" I have the pleasure of informing you of my arrival (the fourth voyage of the ship) in the Economy, built on your plan, and have just delivered, in excellent condition, a cargo of coffee from Demerara, where she is so much esteemed as a coffee ship, that some gentlemen expressed a wish of having a share in her. She is the tightest ship I was ever in: during the three voyages I have commanded her, I am certain we have not pumped above three tons of water out of her, and if it had been measured perhaps it did not exceed half that quantity.

" I very much approve of the plan in point of strength: we had some very rough weather going; but, having sometimes had occasion to carry a press of sail, with the wind large and a high irregular sea, the strength of the ship was more tried than on any of the last two voyages, and I could not discover that any thing had strained in the smallest degree, and I felt great satisfaction in delivering the outward cargo at Demerara without the smallest damage.

" I made a full trial of the top for the cabin funnel invented by you for clearing the cabin of smoke, and found it answer my fullest expectations, and am fully satisfied it will answer in any situation where it is exposed to a free current of wind.

" I am, Sir, your most obedient servant,

" *Limehouse Basin.* " WILLIAM ROSS."

MR. J. W. BOSWELL.

" DEAR SIR, *London, 13th August*, 1809.

" I have yours of yesterday; in answer to which I shall briefly state, that the ship Economy exhibits an entire degree of strength in the firmness of those parts, which in ordinary-built ships always exhibit marks of laxity.

" I certainly did examine most strictly all the work of the ship, which

departed from ordinary modes (those which I apprehend were meant to be within the limits of your patent) the whole of which was as perfect as when I saw it three or four years ago. There is not the smallest doubt in my mind, but that the principle (which may be variously applied) is entirely competent to secure a ship from working; and that, suitably modified, it can be carried to ships of the first rate.

"As to your competence for future construction of ships, if ever you should take up ship concerns again, I should think, by the specimen you have shewn, you have quite enough to be confident of success. With respect to the quantity of timber in the frame of the Economy, I think there is more than sufficient for such a ship, on your plan; I think quite sufficient, in proportion, for a ship of 300 tons. If I recollect right, you told me the Economy was 200 tons.

"The diagonal bracing in the Economy is said to spoil stowage in a *trifling degree*; trifling indeed—balance this by the advantages, and the evil will be a feather indeed. I know of no one thing that is so much in the way as a ship's main-mast; but look to the advantages of it!

"You have been fortunate enough in not being a professional man, to have none of its prejudices; and you have, most likely from that very cause, produced a strong, sound, firm ship.

"Should there be required any further opinion of mine, I shall be very ready to give it to those who may think fit to ask it.

"Yours very truly,

"*Engineer's Office, Navy Office.* "JOHN PEAKE."

IMPORTANT COMMUNICATION TO THE NAVY BOARD.

BY CAPTAIN MALCOLM COWAN, R.N.

On his Majesty's Service.

To the Honourable the Principal Officers and Commissioners of his Majesty's Navy.

HONOURABLE GENTLEMEN,

AS it appears that proposals for the advantage of his Majesty's naval service, or for the saving of the public money in the naval department, have hitherto been chiefly referred to your Honourable Board, I beg leave to lay before you the enclosed observations on the dangers to which his Majesty's ships and vessels are *unnecessarily exposed*, from the present mode of making sails in his Majesty's navy; and in consequence the *very great* and *unnecessary expense* attending them, which I request you will be pleased to take into your serious consideration, with the reports from *experienced officers* on the new sails that I have had the honour of laying before your Honourable Board, from time to time, for these four years past.

In the latter you will find *proofs* that all our ships with the *old sails*, are in particular situations, exposed to unavoidable destruction.

I have the honour to be, &c.

MALCOLM COWAN.
Commander R. N.

London, August 24, 1809.

Observations on the Dangers to which his Majesty's Ships and Vessels are unnecessarily exposed, from the present mode of making Sails in his Majesty's Navy; and on the unnecessary Expense attending them. By Captain MALCOLM COWAN, R. N.

> "Art is so far from being exhausted on this subject, that it is no exaggeration to say, that it is yet completely within its limits to diminish the dangers of the Sea to Navigators, fully one half of what they are at present."——ATHENÆUM, Feb. 1809.

The sails of ships and vessels, from being made with the cloths and seams in a vertical instead of an horizontal direction, are more liable to split up and down, and to be *blown to pieces*, either when carrying a *press of sail* in a gale of wind on a lee shore, or from the *shaking of the sails*: and a ship and crew might be *lost* from a few inches of a vertical seam giving way, when there might not be *time* to take the sail in to repair it.

From the experiment that has been made in the royal navy, the difference in the duration of the sails made with horizontal cloths, and those of the old make, has been proved to be as *eighteen months to eleven*,* making a difference *of seven months wear in favour of those with the horizontal cloths*; and they are every way stronger, more effective, and stand nearer to the wind.

By the old method of reefing the courses on the yard, the loss of a ship and crew in a gale of wind on a lee shore, may originate from either of the following apparently trifling accidents, which the old sails are liable to, and which could not happen to the new sails† that reef at the foot; namely.

	No. of Accidents.
Courses that are *half worn* may require reefing to preserve them from splitting, when there may not be *sea-room* to perform the operation, and either of them may split.	2
From the splitting of the courses in hauling them up to reef on the yard, or afterwards in setting them.	4

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* The common made sail lasted *eleven* months, the sail with horizontal cloths and seams *eighteen*. A top-sail for a 64 gun-ship costs 80*l*.

† A line-of-battle ship can reef one of the new courses in two minutes, without hauling it up, or starting tack or sheet. This fact is well known among the officers of the navy.—Vide the NAVAL CHRONICLE for November 1807 and November 1808.

	No. of Accidents.
From carrying away either of the two clew garnets to each course in hauling them up to reef, which might split the sail by shaking it.	4
From carrying away either of the four buntline legs, or of the two buntline whips belonging to each course, in hauling up the courses to reef, which might split the sail by shaking.	12
From carrying away either the tack or sheet of each course in setting the sails after reefing them.	4
Number of accidents the courses of the old make are liable to	26

It is to be observed of these twenty-six accidents that the old courses are liable to, and any one of which unnecessarily exposes a ship to great danger, and in some situations *to certain destruction*, there is not one of them wherein the resources of seamanship might not prove unavailing to remedy the accident in time to save a ship, when she is in that horrible situation, that the loss of a sail would cause her to drive on shore.* It is well known to intelligent seamen, that the difficulty of performing any operation necessary to the preservation of a ship, increases with the danger; and that the loss, or want of one of the *dependant sails* for a few minutes only might prove the loss of the ship.

The want of a chasing reef at the foot of the top-sails and top-gallant-sails may be sensibly felt, when it may be necessary *to carry a press of sail in squally weather to avoid a lee shore*;† or in chase; or when obliged to haul suddenly to the wind from sailing large. Men of war in chase cannot always risque carrying sail through a squall,‡ and by lowering these sails down to reef at the head, they lose time; and the sails are partly aback whilst they are reefing.

By diminishing the dangers of the seas (many of which might be easily averted) the *attractions* to a sea life are increased, and the sum of human misery reduced: *for every individual in the country is at this present period deeply interested in the preservation of the valuable lives of British Seamen.*

MALCOLM COWAN,
Commander, R. N.

London, August 24, 1809.

*** For a particular account of this improvement on ship's sails, vide the NAVAL CHRONICLE for April 1806, November 1807, and November 1808.

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* In the winter gales of 1807, upwards of 100 sail of vessels, and many lives were lost off the coast of Whitby, Yorkshire.

† The horror attending a situation of distress on a lee shore is inconceivable to all but those who have experienced it.

‡ In the situation of the Apollo's convoy, part of which were lost on the coast of Portugal a few years since. It is for the advantage of the enemy to run the risque, to escape from a superior force.

Naval Court Martial.

TRIAL OF CAPTAIN LORD CAMELFORD, R. N.

WE feel ourselves fortunate in being able to lay before our readers a genuine copy of the trial of Captain Lord Camelford, for the death of an officer killed in resisting his orders. We consider this process particularly entitled to the attention of our naval readers, as offering an awful lesson on the duty of subordination, and as being the only case of summary punishment for an offence against that duty in the upper ranks, that, we believe, has occurred in our navy. These proceedings, moreover, place the character and conduct of the noble defendant, now also deceased, in a very different point of view from which it was generally understood by the public at the time. And it is but justice to the memory of Lord C. to say, that his natural disposition was in general, and to the very last, much misunderstood, and undervalued. In short, those who knew him best, esteemed him the most. His defence, unassisted by legal advice, will remain a monument of the clearness of his intellects, and his correct knowledge of professional duties, as well as of the strictness of his principles and energy of his mind. His lordship was Sir Sidney Smith's first cousin, inasmuch as Mrs. Mary Smith his mother, and Anne Dowager Lady Camelford were daughters and coheiresses of Pinckney Wilkinson, Esq. of Burnham, in the county of Norfolk, many years M.P. for Old Sarum. The lady of this latter was an heiress of the family of Thurlow, *alias* Thurloe, and supposed to be descended from the secretary of state of that name, under the protectorate of Oliver Cromwell. The late Lord Chancellor was understood to claim the same affinity.

Minutes of the Proceedings of a Court Martial assembled and held on board H. M.'s ship the Invincible, in Fort Royal Bay, Martinique, the 20th of January, 1798, and continued by adjournment (Sunday excepted) until the 29th.

Present,

William Cayley, Esq. captain of H. M.'s ship Invincible, and senior captain of H. M.'s ships and vessels in Fort Royal Bay, Martinique, President.

Captains,

Jemmett Mainwaring, | Charles Ekins,
Richard Browne, | Alex. S. Burrowes.

The prisoner was brought into Court, and the evidence and audience admitted.

Read the order of Henry Harvey, Esq. rear-admiral of the red, and commander-in-chief of H. M.'s ships and vessels employed, and to be employed at Barbadoes and the Leeward Islands, and in the seas adjacent, dated the 20th instant, to try the R. H. Thomas Lord Camelford, for the death of Lieutenant Charles Peterson, of H. M.'s ship Perdrix.

The Judge Advocate's warrant was then read.

The members of the court, and judge advocate, in open court, and before they proceeded to trial, respectively took the oaths enjoined by Act of Parliament.

The letter from Captain Mitford, of H. M.'s ship Matilda, and the verdict of the coroner's inquest on the body of Lieutenant Peterson, which was inclosed therein, was then read, as also a letter from Lord Camelford, on the subject, containing a request for a court martial, copies of which letters and verdict here follow, viz.

" SIR, *English Harbour, Antigua, 15th January*. 1798.

" It is with much concern I acquaint you, that yesterday morning (having arrived the evening of the 13th with a convoy of provisions from St. Bartholomew's) I was informed of the death, at this place, of Lieutenant Charles Peterson, late of his Majesty's ship la Perdrix, by the hands of Lieutenant Lord Camelford, late commanding his Majesty's sloop Favorite.

" As the circumstances attending this unhappy affair appeared to me of a very extraordinary nature, and related in a most confused stile, I could but consider it my duty, as senior officer on the island, to go over with all despatch, and make myself acquainted with the facts, as related by both parties personally, and from the evidences which have been given, the coroner's inquest seem undetermined as to the name to be given to the crime, and in my own dispassionate opinion, formed on many leading points, the whole has arisen from a vast deal of bad blood, long existing between the two parties.

" Captain Mitson, who arrived earlier than I did, will explain more to you, than the present time is upon will allow me time to write.

" But I have thought proper to arrest Lord Camelford, and send him, together with all the witnesses, to you, for his trial by a court martial, as he applied to me by letter for that measure, which I hope, together with every step I have taken, will meet your approbation. As a number of officers are summoned so as to leave the Perdrix without one, I have ordered Lieutenant Parsons, of the Favorite, to take charge of the Perdrix, and Mr. Nixon, master of the Favorite, to use his endeavours in getting the ship ready for sea; I am happy in being able to assure you, that every thing now rests in perfect tranquillity, and as all the parties acquainted with the particulars are removed, hope nothing more will arise from this violent and extraordinary transaction. As my presence seemed to add to the calm, I have left such directions with the officers remaining with the ships, as I sincerely hope will tend to its continuance.

" Inclosed I transmit for your further information, a copy of the verdict just now given by the coroner's inquest. I am, &c.

" HENRY MITFORD."

" *To Henry Harvey, Esq. Rear-admiral of the Red, &c.*"

ANTIGUA.

"Inquisition had and taken this 14th day of January, in the present year of our Lord, 1798, before me Richard Bowman, his Majesty's coroner for the said island, upon the view of the body of Lieutenant Peterson, late of H. M.'s ship Perdrix, now lying in English Harbour, upon the oaths of William Hill, Esq. foreman, John Simister, Thomas Smith, Samuel Haywood, Timothy Rodway, Peter Gordon, James Walker, Samuel Rose, Thomas Steer, John Cloverdate, Thomas North, John Graham; all good and lawful men of the said island, who being duly sworn, and charged to enquire on the part and behalf of his said Majesty, how and after what manner the said lieutenant came to his death, do say, that upon the 13th day of this present instant month of January, in the evening of that day, an order was sent from Lord Camelford to the said Lieutenant Peterson, to row guard, to which order the said Lieutenant Peterson returned for answer, that he was surprized at his presumption, and immediately ordered a party of the Perdrix's to arm, and headed them himself, as also did Lord Camelford with a party of marines, and soon after this, Lord Camelford called out to Lieutenant Peterson, who said, "Here I am, Sir;" upon which Lord Camelford said, "Do you still persist in disobeying my command?" Mr. Peterson answered, "Yes, I do."—Upon which Lord Camelford shot the said Peterson in the left breast, who almost instantaneously died; from which it clearly appears to the present jurors, that a mutiny had taken place, *but on which side* such mutiny did exist, they cannot pretend to say, as a dispute had arisen, which was the commanding officer, either the said Lord Camelford or the said Lieutenant Peterson; and the jurors upon their oaths aforesaid, do say, that the said Lieutenant Peterson came to his death in manner and form aforesaid, and not otherways.—In witness whereof, the coroner aforesaid, as well as the jurors aforesaid, have to this inquisition set their hands and seals, the day and year first above written.

"RICHARD BOWMAN, Coroner.
"WILLIAM HILL, Foreman.
"And ten other persons above named."

"*H. M.'s Sloop Beaver, Fort Royal Bay, Martinique,*
"SIR, *19th January*, 1798.

"On the evening of the 13th of the present month, I being at that time senior officer of H. M.'s ships in English Harbour, in consequence of some alarm signals which had been made, and to which, from various reasons, I was led to pay more than ordinary attention, I gave directions to Lieutenant Parsons, of H. M.'s ship Favorite, late under my command, to send Lieutenant Milward, of the same ship, with a verbal order to Lieutenant Peterson, deceased, at that time commanding officer of his Majesty's ship Perdrix, in the absence of Captain Fahie, absent upon leave, to hold the Perdrix's ship's company in readiness to act in concert with the military upon the shortest notice, observing to Lieutenant Parsons at the same time,

that as I had business which called me on the other side of the water, I would not give him, Lieutenant Parsons, the trouble of following me with a mere complimentary report; it gives me pain, however, to be obliged on this, as well as on another subsequent occasion, to pass some comments on the conduct of Lieutenant Parsons, an officer whose intentions I believe to be good, and who, except on the present occasion, has given me general satisfaction—he seems, indeed, so much to have mistaken my meaning on this occasion, in dispensing with the usual form of a report, that when Lieutenant Milward reported to him Lieutenant Peterson's avowed declaration to reject my orders, and when from that circumstance a report became no longer a compliment, but a serious point of service, he neglected to make me acquainted therewith, whereby I remained in total ignorance of this early act of disobedience, and was prevented from checking in the bud, what was afterwards attended with such fatal consequence.

"As it is by no means my intention to draw down the displeasure of a court martial upon Lieutenant Parsons, for circumstances which never would have been brought to light but for the necessity I am under of more fully explaining my own conduct, I will continue my recital by observing, that some time after this I made out a written order for Lieutenant Peterson to continue in force a prior order of the Port, which related to keeping a guard at the entrance of the harbour, under certain restrictions of my own, and this I delivered at my own lodging to Lieutenant Milward, to deliver to Lieutenant Parsons, in order to its being forwarded to Lieutenant Peterson by a petty officer, who shortly after returned with a verbal message from Lieutenant Peterson, that he wondered at their presumption; this being reported to me, I directed Lieutenant Parsons to convey my orders by means of the same petty officer to Mr. Crawford, master of the Perdrix, that he should confine Lieutenant Peterson to his cabin, and take upon him the temporary command of the ship; but without receiving any satisfactory answer; as all I can gather from the above mentioned petty officer (Mr. Granger) is that Lieutenant Peterson still continued to express his surprise at our presumption; Mr. Crawford said nothing; the purser, Mr. Piguenit, took down minutes of the message, and Lieutenant Peterson obliged Mr. Granger to sign them. Nearly at the time that these proceedings were reported to me, a letter was delivered to me by Mr. Granger, which had been brought to Lieutenant Parsons by Mr. Crawford, he, Mr. Crawford, then observed, that he could not take a message. This letter appeared to me to be throughout so highly mutinous and refractory (inasmuch as it not only set me at defiance, and usurped my authority as senior officer of the port, but as Lieutenant Peterson therein styled himself captain of the Perdrix) that I immediately and without hesitation gave directions to Lieutenant Parsons to despatch Lieutenant Milward at the head of a party of marines, to arrest the person of Lieutenant Peterson, and to bring him over to the easternmost capstan house either dead or alive, there to be confined without communication until further orders. As these orders were in themselves more than commonly absolute, and such as nothing but the dangerous tendency of the letter I had received could justify, I thought proper to give

them in the presence of two witnesses, who at the same time that they indemnified Lieutenant Parsons from all consequences, would, I was in hopes, ensure on his part a more rigid attention and compliance; so strangely, however, does Lieutenant Parsons seem to have mistaken the spirit of these orders, although much pains were taken to explain their precise meaning and extent both to him and to the witnesses, that he, on the contrary, in terms equally absurd and unintelligible, directed Lieutenant Milward to arrest Lieutenant Peterson, and make use of force of arms if necessary, but always to avoid bloodshed, finally referring him to me for further orders, should it seem impracticable to arrest the deceased alive; the consequence of such obscure and contradictory orders were evident. Lieutenant Milward, instead of seizing and securing the prisoner upon the instant, and with the alacrity and spirit I am well persuaded he was inclined to show, found his power so restrained, his orders so obscure, and the grounds, on which he then stood so precarious, that alarmed at his own responsibility, he lost the moment of all others when a speedy and prompt exertion was necessary, in fruitless expostulations and persuasions with the deceased.

"I have enlarged the more on this head, as to this mistake much may be attributed; my anxious intentions were to possess myself of the person of the deceased before he had time for preparation, aware as I well was, that from the arrogant and seditious turn of mind which, it is too notorious, he displayed on all occasions, he never would allow himself to be apprehended, while the means were left him for defence, and whilst the evil-disposed persons surrounding him were ready at his side to pour in their pernicious advice; instead of which, as I have already explained, the most fatal procrastination took place; for upon Lieutenant Milward's first intimating his intention to Lieutenant Peterson, he called his ship's company to arms, and in his own person prepared for, and began to resist, in which he was joined and seconded by Mr. Crawford (the master) who did his utmost forcibly to oppose the arrest.

The noise attending these proceedings having reached my ears, I immediately ran down to the yard before the Perdrix's capstan-house, where I found the Perdrix's ship's company falling in fast under arms; I endeavoured to assemble them, in order to address them, but found them much dispersed, and that those who arrived up with their arms, fell into their ranks with an alacrity, which left me little hopes from persuasion.—The moment now was lost, as every thing tended to convince me that if I persisted any longer in endeavouring to carry away Lieutenant Peterson by force, nothing less than a downright battle between the two ships' companies must ensue; for this reason I called to Lieutenant Milward, and ordered him to desist, and to join me with the marines, which I then [illegible] face of the Perdrix's ship's company, hailing the commanding [illegible] Favorite at the same time (as I had previously done before) [illegible] rest of the ship's company over, hoping that their superior numbers would overawe the Perdrix's, and induce them to lay down their [illegible] expectation of their arrival, I took several turns with Lieutenant Milward

in the yard, and I believe he will do me the justice to declare that I expressed myself upon that occasion with every degree of reluctance and concern at what seemed likely to ensue. Before, however, the Favorite's ship's company could be embarked, Lieutenant Peterson descended the stairs, calling "Perdrix's, Perdrix's; to which they answered: the deceased then said, "Are you all here?" to which they having replied in the affirmative, he called out, "Are you ready?" to which they replied, "Not yet;" he then called out, "Load with ball cartridge, and fix your bayonets:" while they were complying with this order, he called out, "Stand by." Things now became highly critical, as I was impressed with the full conviction, that the moment his people had loaded, he would throw in his fire, and charge, which from the great disparity of numbers, must infallibly have terminated in his favour. Under these trying circumstances, there appeared to me but one measure left, and that was, by cutting off the ring-leader, to destroy the source of contention. This I adopted, having first called to the deceased, and asked him whether he refused to obey my orders; a question which at the moment appeared to me the shortest and most decisive; and having received his answer in the affirmative, I hastened to Lieutenant Milward, from whom I took a pistol, and having returned to the spot, where I thought the deceased was, I called out, "Where is Mr. Peterson?" Somebody answered, "Here he is." I repeated the question: he then answered with much arrogance, "Here I am, Sir, damme:"—I then walked close up to him, and having cocked my pistol in his presence, I presented it to his breast, repeating the question I had before put to him, saying, "Do you still persist in refusing to obey my orders?" Upon this he plainly and distinctly replied, "I do, Sir." I instantly shot him dead: and having jumped back to avoid the fate which I thought awaited me, from the people of the Perdrix, who then surrounded me, I called out to my marines to support me: much, however to the credit of the seamen of the Perdrix, this was unnecessary, they attempted nothing. I then told them I had shot Mr. Peterson for mutiny; and Mr. Crawford, the master, having now become the commanding-officer, I summoned him to dismiss the ship's company of the Perdrix; which he, after allowing me to repeat my order two or three times, with a very bad grace complied with, and every thing was restored to peace and good order.

This, Sir, is a true, and I trust, impartial account of the late melancholy transaction, which took place at Antigua, and which, from the consequence it is of to me, that it should be thoroughly understood, I have minutely, perhaps triflingly detailed. As a circumstance of this moment, however justifiable it may appear in the eyes of my brother officers, cannot pass without some discussion in the world, I beg leave to request that you will be pleased to grant me a court martial; first, on myself, and secondly on Mr. Crawford, master of the Perdrix, upon two separate charges; the one for having withheld his assistance in apprehending a prisoner, contrary to the 32d article of war, the other for not having done his utmost in suppressing the late mutiny, agreeable to the 20th article of war.

I have the honour to be, &c.

"CAMELFORD."

"*Henry Harvey, Esq. Rear-admiral of the Red, Commander-in-chief, &c.*"

Lord Camelford's order called for, and an attested copy of the same produced to the court. All the evidences ordered to withdraw, but in a few minutes Mr. Clement Milward, acting lieutenant of the Favorite, called and sworn.

Court. Q. Do you know the prisoner?—A. Yes.

Q. Have you heard his application for a court martial read?—A. Yes.

Q. Relate to the court what you know respecting the circumstances mentioned in that letter?—A. On the evening of the 13th instant, I received orders from Lieutenant Parsons, to take a party of marines and go over the water, and arrest Lieutenant Peterson, and bring him over to him. If I could not take him without force of arms, and endangering his life, I was to acquaint Lord C. for my further orders. I took the party of marines over the water, landed them on the opposite side, and marched them to the mess-room door of the capstan-house, where Lieutenant Peterson was. I there met two seamen, centinels, with fixed bayonets. They asked me what I wanted? I told them, to see Lieutenant Peterson on service. They said I could not go up stairs without permission of the commanding-officer. I told them to send a servant up stairs to acquaint Mr. P. The servant came down with permission for me to come up stairs. I went up stairs and related the orders I had received from Lieutenant Parsons. His answer was, "I will not go;" and immediately rose up from his chair, and went to a table at the further end of the room, and brought a sword and a brace of pistols with him. I called my marines up stairs. He told me if I did not go down, he would run me through; and immediately made a pass at me. I then told the marines to seize him; but finding him resolute, and that I could not take him without endangering his life, I ordered the marines to stop. He walked to the other end of the room, and desired Mr. Crawford, master of the Perdrix, to arm himself. He rapped at the bulk-head, and called a Mr. Mattocks (one of the petty officers) of the Perdrix. He then went to the window, and called out, "Perdrix's, Perdrix's, arm yourselves."—He called out, "Mr. Maddocks or Matthews," I don't know which, "get the people under arms." I then heard Lord C. call out, "Mr. Milward."—I answered.—Lord C. called again.—I answered.—Lord Camelford then said, "Desist, desist, come down stairs.—I went down with my marines.—I met Lord C. a short distance from the capstan-house. He said, "We will avoid as much bloodshed as we possibly can." He went down to the wharf, and hailed the Favorite. During the time we waited for the boat, we walked up and down the wharf, twice or thrice. Lord C. seemed very uneasy. The Perdrix's men were then turning out under arms. I heard Lieutenant Peterson ask them if they were ready. They answered, "Ayo, Sir." Lieutenant Peterson then said, "Load with ball cartridge, and fix bayonets." Lieutenant Peterson then said, "Are you ready?"—Lord C. then asked me if I was armed.—I told him I was.—He asked me if I had pistols.—I told him I had.—He then asked me for one of them, I gave him one.—He asked me if it was loaded.—I told him it was.—He then walked towards the Perdrix's men, and asked for Lieutenant Peterson;

somebody answered, "He is here, Sir."—Lord Camelford then called Mr. Peterson again.—Mr. Peterson answered, "I am here, damme, Sir."—Lord Camelford went up to him, and asked him if he still persisted in disobeying his orders.—"I do, Sir," Lieutenant Peterson answered.—I then heard the report, and saw the flash of a pistol (was seven or eight yards distant at the time) and saw Lieutenant Peterson fall back.—Lord Camelford jumped back, and called me, "Assist me, marines."—I then went to him with the marines.—He addressed the Perdrix's ship's company, and said they were very right in obeying their officer's orders. He then told them Mr. Crawford was now become commanding-officer.—He went up to Mr. Crawford, and told him to dismiss his ship's company. He repeated it twice to Mr. Crawford. He then walked down to the water-side, and went over in the boat with the marines.

Q. Did you receive any orders on that day, prior to that given for putting Mr. Peterson under an arrest?—A. I did.

Q. What were they?—A. Go over and acquaint Lieutenant Peterson to get his ship's company in readiness, and under arms, to be ready at a moment's warning.

Q. What was the answer?—A. Mr. Peterson wondered at Lord Camelford's sending over such a message.

Q. What occasioned that message to be sent?—A. An alarm fired on the island, by the signal made from the fort, that the ships which occasioned the alarm were standing in for Falmouth or English harbour.

Q. Did you report the answer of Mr. Peterson to Mr. Parsons?—A. Yes.

Q. Did you receive any orders in consequence of that report?—A. No.

Q. Do you recollect an order given by Captain Mainwaring, of the Babet, when senior officer at English harbour, to row guard at the entrance of the harbour?—A. I do.

Q. Did you receive a letter from Lord Camelford to deliver to Lieutenant Parsons, to forward to Lieutenant Peterson?—A. Yes.

Q. (*Letter marked No. 1, shown him.*) Is that the letter?—A. Yes, I wrote it, and Lord Camelford signed it in my presence.

Letter read and verified by Mr. Milward, viz.

"SIR,

"You will be pleased to acknowledge the receipt of the enclosed letter on service. I am, &c.

"*Lieut. Charles Peterson.*" "CAMELFORD.'

By Lieutenant Lord Camelford, commanding his Majesty's sloop Favorite, and senior officer of his Majesty's ships and vessels lying in English harbour, Antigua.

You are hereby required and directed to carry into execution that order of Jemmett Mainwaring, Esq. captain of his Majesty's ship Babet, and late commanding-officer of this port, which respects keeping a guard at the entrance of this harbour; with this difference, that a midshipman of trust is

to be put in charge of the boat, in lieu of a commissioned or warrant officer, and that she is to be kept at a grapnel in the entrance of the harbour in lieu of rowing guard.

Given under my hand on board his Majesty's ship Favorite, this 13th day of January, 1798.

Lieutenant Charles Peterson, commanding-Officer of H. M. Ship Perdrix, in the room of William Charles Fahie, Esq. Captain, absent on leave.

CAMELFORD.

Q. Do you know if the letter was sent?—A. Yes, I saw it delivered to Mr. Granger.

Q. Do you know of any answer from Lieutenant Peterson?—A. None.

Q. Did you receive no further orders from that time till the period when you were directed to arrest Mr. Peterson?—A. No.

Q. What time intervened from the first message, to sending orders for the arrest of Lieutenant Peterson?—A. The first order I received was about half after three, and the next order was about half after nine.

Q. (*By Lord C.*) How long was it from the time, that the first notice or disturbance was heard in the mess-room, to the time that I called to you to desist and bring your marines down?—A. Between four and five minutes.

Q. Did not Lieutenant Peterson call out "Stand by" while the Perdrix's people were in the act of loading?—A. He did.

Q. Did you conceive he would fire upon us as soon as he was ready?—A. It had every appearance that he would.

Q. Did you not come to me after I had fired my pistol, and present a cartridge to me, requesting me to load, as there would be more of it?—A. I did.

Q. When I addressed the Perdrix's ship's company, and told them they had done their duty in obeying the orders of their immediate superior, did I not order them at the same time to dismiss?—A. He did.

Q. Do you conceive that had I used harsh or arrogant means with them they would have broke as readily as they did?—A. I do not know.

Q. Exclusive of the alarm that had been fired from the fort, had not an action been seen in the course of the day in the offing?—A. It was the report at the time.

Q. Do you not know moreover that I sent a petty officer to communicate with the commanding-officer of the troops on the ridge respecting the alarm?—A. I do.

Court. Q. Did any doubt exist in your breast which was the commanding officer of the naval force at English harbour, Lord Camelford, commanding the Favorite, or Lieutenant Peterson, of the Perdrix?—A. Lord Camelford, in my opinion, was commanding-officer at the time, and I had told Mr. Peterson so several times.

Q. Who was in the room with Lieutenant Peterson, when you went to put him under arrest?—A. Mr. Crawford, the master, and Mr. Piguenit, the purser of the Perdrix.

Q. Did it appear to you that Lieutenant Peterson was sober at the time? —A. I cannot say.

Q. Was it a doubtful matter with you whether he was drunk or sober?—A. It was, and I mentioned it to Lord Camelford.

Q. Was his answer given to you in a cool deliberate manner?—A. No, on the contrary, he was in a great rage.

Mr. William Granger, *Master's Mate of the Favorite, called and sworn.*

Q. *Court.* Do you know the prisoner?—A. Yes.

Q. Have you heard his application for a court martial read?—A. Yes.

Q. Did you carry a letter from Lieutenant Parsons, of the Favorite, to Lieutenant Peterson, of the Perdrix, on the evening of the 13th instant, on service?—A. I did.

Letter marked No. 1, shown him.

Q. Is that the letter?—A. I believe it is.

Q. Did you know the contents of the letter when you carried it?—A. No.

Q. Did you deliver it into the hands of Lieutenant Peterson?—A yes.

Q. Did he read it in your presence?—A. He broke it open and read it directly.

Q. What was his answer?—A. He desired me to tell them they were very presumptuous in writing to him in that manner; and then dismissed me. I then went over the water and acquainted Lieutenant Parsons, the commanding officer of the Favorite, what Lieutenant Peterson had said to me. I went to my duty, and was called in about a quarter of an hour afterwards, and sent by Lieutenant Parsons, with a message to Mr. Crawford, master of the Perdrix, to put Lieutenant Peterson under an arrest, and take the charge of the Perdrix. I was asked by Mr. Piguenit, the purser of the Perdrix, then present, whether Lord C. was acquainted with it. I told him I supposed so, but I had got my orders from the commanding-officer.

Q. What answer did Mr. Crawford make?—A. He made none; but Mr. Peterson directed Mr. Piguenit, purser, to take my message down in writing, and then read it over and ordered me to sign it, which I did; and then when I was going away, Mr. Peterson repeated several times his former message, that they were presumptuous in sending him letters and messages of that sort. On which I returned over to Lieutenant Parsons again, and related what had passed, and shortly after, I got a letter from Lieutenant Parsons to Lord Camelford, which I delivered to Lord Camelford.

Lieutenant Peterson's letter or order, marked No. 2. to Lord C. was then shown him.

Q. Is that the letter?—A. It was dark, and I did not take notice.

Q. What time in the evening was it you went on the first message to Lieutenant Peterson?—A. Nearly eight o'clock in the evening.

Q. Were there two sentries at the door of the mess-room, and how were they armed?—A. There was one sentry with a cutlass; if there was another, I did not see him.

Lord C. Q. Did the sentry oppose your going up stairs, till he had acquainted the commanding-officer?—A. Never.

Sergeant JOHN LEACHLAND, *of the Favorite, called and sworn.*

Court. Q. Do you know the prisoner?—A. Yes.

Q. Have you heard his application for a court martial read?—A. Yes.

Q. Were you of the party that went with Lieutenant Milward, to arrest Lieutenant Peterson, of the Perdrix, the evening of the 13th instant?—A. Yes.

Q. Relate to the Court what you know respecting the circumstances mentioned in Lord Camelford's said letter?—A. On the 13th instant, at nine o'clock in the evening, I was ordered by Lieutenant Parsons to assist Mr. Milward with six marines, in taking Mr. Peterson and putting him under arrest. When we landed on the other side, Mr. Milward ordered us to follow him. When we came to the mess-room stairs, the two sentinels stopped us. Mr. Milward sent up a boy, to know if Mr. Peterson would let him come up. Mr. Milward went up by leave, and I remained below with the party. In a few minutes, Mr. Milward ordered us to come up, which we did. When we came up, Mr. Peterson ordered us down again immediately. I told him we would not, unless our commanding-officer gave us leave. Mr. Peterson made a push with his sword at Mr. Milward. Mr. Milward knocked it back again with another sword. Then immediately Lieutenant Peterson went to his cot, and took out two pistols, one he put on the table, the other he kept in his hand. The master of the Perdrix took the other up, and pointed it towards me, and ordered me to go out of the room. I told him I would not, there was my commanding-officer there (meaning Mr. Milward). Immediately Mr. Peterson went to the window, and sung out, "Perdrix's, Perdrix's, turn out here." Then Mr. Peterson went to the bulk-head, and said, "Turn out all officers." Immediately Lord C. came to the foot of the stairs, and ordered the marines to come down, and to follow him, which we did. Lord C. ordered me to draw up the marines in face of the Perdrix's, which I did. Lieutenant Peterson ordered the Perdrix's to prime and load with powder and ball. Lord C. hearing Mr. Peterson's voice, went to him, and asked him if he would obey his orders, or not. He said, "No, Sir, I will not." Lord C. asked him a second time, the same question. He told him, "I will not." Immediately Lord C. took a pistol and held it to him, and asked him a third time if he would obey his orders. He answered he would not, and Lord C. shot him immediately. Lord C. said, "I have shot Lieutenant Peterson for mutiny." Lord C. asked the master of the Perdrix, whether he would obey his orders or not. He answered, "Yes." Lord C. ordered him to dismiss his men immediately, and put by their arms.

Q. Was you on board when Lord C. took command of the Favorite?—A. Yes.

Q. Did you hear his order read?—A. Yes.

Q. Was Lieutenant Peterson first lieutenant of the Favorite at the time?—A. Yes.

Q. Did he execute Lord C.'s orders as he had usually done under former captains?—A. Yes, to the best of my knowledge.

Q. How long was Lieutenant Peterson under Lord Camelford's command?—A. About three months.

Q. At the time of Lord C.'s firing at Lieutenant Peterson, were the Perdrix's ship's company loading their muskets, or were they loaded before?—A. I heard the ram-rods rattling, but it was too dark to see what they put in their muskets.

Q. When you were called up stairs to assist Lieutenant Milward, what situation did you perceive Mr. Peterson in?—A. Standing by the table, with a drawn sword alongside of him on the table, and when he saw us he took it up immediately.

Q. Did he strike at Mr. Milward first?—A. Yes.

Q. Did he appear to you to be sober?—A. He was as sober at that time, as ever he was while I sailed with him.

Lord Camelford. Q. Was there any noise or disturbance in the room, before you were called up by Lieutenant Milward?—A. None, till we came up.

Q. From the time you went up, till I called you down, how long was it?—A. About eight or nine minutes.

Q. When you first came down out of the mess-room, did you see any number of men under arms, belonging to the Perdrix?—A. Between thirty and forty.

Q. How long was it from the time I called you down, to the time you came down?—A. Immediately.

Q. Did not the master continue to hold a a pistol to your breast, till you told him you would cut his head off, or words to that effect?—A. Yes.

Q. Did you not conceive, that as soon as the Perdrix's company were ready to fire, they would begin?—A. Yes.

Q. Do you not conceive, that Mr. Peterson headed that ship's company, and that they would have obeyed his orders?—A. Yes.

Corporal WILLIAM BUNKIN, *of the Favorite, called and sworn.*

Court. Q. Do you know the prisoner?—A. Yes.

Q. Have you heard his application for a court martial read?—A. Yes.

Q. Was you of the party of marines, on the 13th instant, that went with Mr. Milward, to arrest Lieutenant Peterson, of the Perdrix?—A. Yes.

Q. Relate to the Court what you know respecting the circumstances mentioned in Lord C.'s said letter?—A. When I came over, I was ordered by Mr. Milward to follow him, and we went up in the room to take Mr. Peterson as a prisoner; Mr. Peterson pointed his sword at Mr. Milward, and Mr. Milward defended the sword off with his own. Immediately Mr. Peterson dropped his sword, and a brass pistol on the table. Then the

master took up the brass pistol, and shoved the sergeant back, and the sergeant made answer, that his commanding-officer was there; that he would obey his commanding-officer, meaning Mr. Milward. Mr. Crawford shoved him back, and ordered us all out of the room. The sergeant said, "Don't shove me, I have my commanding-officer here, and will cut your head off directly." Mr. Peterson called out for the Perdrix's, and then asked if they were all ready or not. Then My Lord came to the stairs door, and called Mr. Milward. Mr. Milward answered, "Here, Sir," and went down directly. Lord C. ordered him to draw up the men before the door. Then Mr. Peterson came down and said, "Perdrix's!"—"Sir," they answered. He then said, "Are you all ready?" They answered, "No, Sir," He then said, "Load with powder and ball." My Lord came round to the left of me, and asked for Mr. Peterson. Mr. Peterson said, "I am here." My Lord said, "Will you obey my orders?" He said, "No." He asked him again, if he would obey his orders. He answered, "No." Then my Lord put his pistol to Lieutenant Peterson's breast, and asked the question again. He answered, "No," the third time; and my Lord fired directly, on which he fell down. When my Lord had fired, he turned round, and said to Lieutenant Milward, "I have shot Mr. Peterson for mutiny." After that, my Lord went up to the master of the Perdrix, and asked him if he would obey his orders, or not. The master said, "Yes, my Lord." So my Lord said, "Perdrix's, by my orders you will dismiss." Accordingly it was done.

Q. Was you on board when Lord C. took command of the Favorite?—A. Yes.

Q. Did you hear his order read?—A. Yes.

Q. Was Lieutenant P. first lieutenant at the time?—A. Yes.

Q. Did he execute Lord C.'s orders, as he had usually done under former captains?—A. Yes.

Q. How long was Mr. P. under Lord C.'s command?—About three months.

Q. At the time of Lord C.'s firing at Mr. P. were the Perdrix's ship's company loading their muskets, or were they loaded before?—Loading.

Q. When you were called up stairs to assist Lieutenant Milward, what situation did you perceive Mr Peterson to be in?—A. Inside the table opposite the door, with his sword in one hand, and his pistol in the other.

Q. Did he strike at Lieutenant M. first?—A. Yes.

Q. Did he appear to you to be sober?—A. No, I believe he was in liquor.

Lord Camelford. Q. From the time you went up, to the time I called you down, how long was it?—A. Four or five minutes, to the best of my knowledge.

Q. When you just came down out of the mess-room, did you see a number of men under arms, belonging to the Perdrix?—A. Between and forty.

Q. How long was it from the time I called you down, to the time I came down?—A. About a minute.

Q. Did not the master continue to hold a pistol at the sergeant's breast, till he told him he would cut his head off, or words to that effect?—A. No, he did not hold the pistol to his breast, but kept it in one hand, and pushed him with the other.

Q. Did you not conceive, that as soon as the Perdrix's ship's company were ready to fire, they would begin?—A. They would, I believe, if my Lord had not stopped it, by shooting the lieutenant.

Q. Did you not conceive, that Mr. Peterson headed that ship's company, and that they would have obeyed his orders?—A. Yes, I believe they would.

The Court cleared. When opened, JAMES GARDNER, *Seaman, of the Favorite, called and sworn.*

Court. Q. Do you know the prisoner?—A. Yes.

Q. Have you heard his application for a court martial read?—A. Yes.

Q. Relate to the Court what you know respecting the circumstances mentioned in that letter?—A. The first I heard of it, was a noise in Lieutenant Peterson's mess-room, a little after nine, I think. His lordship going down stairs, I followed him. We got half way across the yard. I heard Mr. Peterson hallo out to the Perdrix's, out of the window, ordering them to get under arms immediately. His lordship then went down to the wharf, hailing the Favorite, telling Mr. Parsons to send the rest of the Favorite's over immediately. His lordship then went to the stairs of Mr. Peterson's mess-room, in the capstan house, in the yard, calling Mr. Milward, telling him to come down, and to bring his people with him. Mr. Peterson following them down; when he came down, he asked his people if they were ready. They answered, "No." He then told them to "Prime and load with ball." He ordered them to draw up, and stand by. His Lordship then called for Mr. Peterson. Mr. Peterson then answered, "Here am I." His Lordship asked him, if he would obey his orders. Mr. Peterson replied, "No." His Lordship repeated the words again. Mr. Peterson answered, "No, I will not." That minute Mr. Peterson fell, being shot by Lord C. His Lordship then called for Mr. Milward, and said, "I have shot Mr. Peterson for mutiny." His Lordship then called for Mr. Crawford. Mr. Crawford made answer, "I am here, my Lord." His Lordship then asked him, if he would obey his orders. Mr. Crawford made answer, "Yes." His lordship then told him to dismiss his people. His Lordship then asked where are the Perdrix's? They answered, "Here, my Lord." His Lordship then said, "You have done your duty like men, in obeying your officer's orders, so now dismiss."

Q. Were you near his Lordship's person, when Lieutenant P. fell?—A. Yes.

Q. Did you observe a pistol in his hand?—A. Yes.

Lord Camelford. Q. Did you see me present the pistol to Lieutenant Peterson?—A. Yes.

Q. Did you hear me speak to Lieutenant Peterson, between the time of

my presenting the pistol to Lieutenant Peterson, and the time of my firing?—A. Yes.

Witness ordered to withdraw, and Lieutenant MILWARD *called again.*

Lord Camelford. Q. Did you not conceive Lieutenant P. to be in a state of mutiny, at the head of the Perdrix's ship's company, when they were drawn up under arms in the yard?—A. Yes.

Q. Do you conceive that I could have adopted any measures, to have secured the person of Lieutenant P. at that time, without bloodshed ensuing; and if you do, what are they?—A. No, I know of none at that time.

Court. Q. Did you communicate to Lieutenant Parsons, Mr. P.'s determination to refuse Lord Camelford's orders?—A. I did about three o'clock that afternoon.

Q. Did you hear from Mr. Peterson, or any person else, his reasons for that determination?—A. I heard it from Mr. Peterson, supposing himself to be commanding-officer of the port.

Q. At that time did he say what rank he considered Lord Camelford to hold?—A. I did not hear him.

Q. When you communicated with Mr. Peterson, at three o'clock that afternoon, what sentinels were at the door, and how were they armed?—A. One man with a cutlass.

GEORGE WALTERMAN, *Marine, of the Favorite, called and sworn.*

Court. Q. Do you know the prisoner?—A. Yes.

Q. Have you heard his application for a court martial read?—A. Yes.

Q. Was you of the party which went with Lieutenant Milward, to arrest Lieutenant P. on the evening of the 13th instant?—A. Yes.

Lord Camelford. Q. Did you see me walk up to him previous to it?—A. I heard his Lordship call Mr. Peterson first, and he answered, "Here am I.' My Lord said, "Will you obey my orders or not?" He answered, "No." His Lordship asked him a second time, "Will you obey my orders?" He answered, "No, I will not." With that Mr. Peterson fell, shot by Lord Camelford.

Q. When I went up to Mr. Peterson, did I fire the pistol at once, or present it for any time?—A. Held it to his breast two or three minutes.

Court. Q. Was there time for Mr. Peterson to have spoken to Lord Camelford, or to have removed himself, if he had thought proper, before he fired?—A. Yes.

Lord Camelford. Q. Did you see me cock the pistol?—A. No.

Q. How far was you from me?—A. About five or six yards.

Mr. MASSER CRAWFORD, *Master of the Perdrix, called and sworn.*

Q. Do you know the prisoner?—A. Yes.

Q. Have you heard his application for a court martial read?—A. Yes.

Q. Relate to the court what you know respecting the circumstances

mentioned in that letter?—A. On Saturday, the 13th of January, about ten minutes after eight, Mr. Granger, a petty officer of the Favorite, delivered a letter on service to Lieutenant Peterson, then in the mess-room, at the capstan-house. Mr. Peterson, some time afterwards, desired Mr. Granger to inform Lord Camelford, "He was astonished at his presumption." Mr. Granger, some time afterwards, returned with a verbal order from Lord Camelford, for Lieutenant Peterson to conceive himself under an arrest, and for me to act as commanding-officer. Mr. Peterson desired Mr. Granger to say, he was again astonished at his presumption. Mr. Peterson then gave me a letter on service, to deliver to the commanding-officer of the Favorite, which I did. Some time afterwards, Mr. Peterson doubled the sentries at the door of the mess-room capstan-house. Mr. Milward, lieutenant of the Favorite, (I cannot exactly say at what time of the night) came to the door of the mess-room, and desired admittance; Mr. Peterson enquiring his name, desired him to walk up. When he came to the top of the steps, he called out to the marines to follow him. Immediately there was a party of marines in our mess-place. Mr. Peterson walked to his table, took up a drawn sword. Mr. Milward at the same time walking towards him, informed him he was come to take him by force of arms, over to the other capstan-house, to put him under an arrest. Mr. Peterson again walked to his private table, brought out a pair of pistols, and laid them on the mess-table; at the same time desired me to arm myself. Mr Peterson advanced towards Mr. Milward, pointing the sword at his breast, ordering him with the party of marines down stairs. Mr. Peterson at the same time went to the window, and desired the Perdrix's to turn out, and went to the partition and knocked with his sword, calling to the gunner and boatswain to turn out and arm the people. Looking round, the Favorite's officers and marines had retired. I walked down stairs, and saw the people turning out and arming. Shortly afterwards Mr. Peterson came down stairs, and called to the Perdrix's, "Prime and load." I heard Lord Camelford call out, "Where is Mr. Peterson?" Mr. Peterson answered, "Here I am, Sir." Lord Camelford stepped up close to him, and asked him, if he still persisted in disobeying his orders. Mr. Peterson said, "I do, Sir." A pistol immediately went off, and I saw Mr. Peterson fall. I examined to see if he was dead or not. Seeing him dead, I immediately stepped forward, called out to our people, "Stop; avast loading your pieces; Mr. Peterson is shot; return your arms; dismiss." At the same time heard Lord Camelford call me, "Mr. Crawford, your commanding-officer is killed, for downright mutiny; dismiss the people; return their arms, and conceive yourself commanding-officer of the Perdrix."

Lord Camelford's Letter to Mr. Peterson, marked No. 1, shown to the Witness.

Q. Is that the letter Mr. Peterson received from Lord Camelford?—A. Yes.

Lieutenant Peterson's order in the paper, marked No. 2, read and verified by the Witness, viz.

By Lieutenant Charles Peterson, commander of his Majesty's ship Perdrix, and senior officer of his Majesty's ships, *for the time being*, in English-Harbour.

Whereas the island of Antigua is now under an alarm,—

You are hereby required and directed to cause the crew of his Majesty's sloop Favorite, under your direction, to hold themselves in readiness to man the batteries round this harbour; also to cause a guard to be rowed round the entrance of this harbour, during this night, and report to me their proceedings in the morning.

Given under my hand, on board his Majesty's ship Perdrix, in English-Harbour, Antigua, the 13th January, 1798.

CHARLES PETERSON.

Lieutenant Lord Camelford, his Majesty's sloop Favorite.

Q. Is the signature to that order, Lieutenant Peterson's hand-writing?—A. Yes.

Q. Is that the letter you carried from Lieutenant Peterson to the commanding-officer of the Favorite?—A. To the best of my knowledge it is.

Q. Did Mr. Peterson give any reasons for the answer you stated to have been sent to Lord Camelford?—A. No.

Q. Did you at any time hear him say, why he considered himself commanding-officer, then at English-Harbour?—A. Yes.

Q. State what they were?—A. The admiral's directions to Lord C. in his letters on service, were directed to Lieutenant Lord C. and that he, Mr. P. was a senior lieutenant on the list to Lord C.

Q. Did Mr. Peterson give his reasons for doubling the sentinels at the door?—A. No.

Q. To whom did he give the orders for doubling the sentinels at the door?—A. To the master at arms.

Q. Do you know the orders?—A. No.

Q. Had the sword, which you mention Lieutenant Peterson to have taken up, been previously drawn, before the arrival of Lieutenant Milward?—A. I don't know.

Q. Were his pistols loaded previous to the arrival of Mr. Milward?—A. I believe they were.

Q. Do you know when they were loaded?—A. I don't know.

Q. Did Mr. Peterson take them with him when he went below, or his sword?—A. No pistols, but his sword.

Q. Do you suppose had Lord Camelford taken him by the collar, he would have directed his people to use violence?—A. I can't say, but I believe his people were drawn out to prevent his being arrested.

Q. Until he knew Lord Camelford was on the side of the water, where

the Perdrix's people were, were any of your ship's people armed, exclusive of the sentinels?—A. Not to my knowledge.

Q. Did you ever hear Mr. Peterson say, in conversation, why, while he was lieutenant of the Favorite, under Lord Camelford's command, he obeyed his Lordship's orders?—A. I never did.

MONDAY, JANUARY 22.

Mr. CRAWFORD *called in again.*

Court. Q. Did you ever see Lord C. previous to the night of the 13th instant?—A. Yes, frequently.

Q. In what uniform did he at those times appear?—A. In a lieutenant's.

Q. What dress was he in the night of the 13th instant?—A. The night was so dark, that I cannot positively say.

Q Did you ever see him in a commander's coat?—A. No.

Q. Did you ever hear Lieutenant P. say, whether he considered him as a commander, or as a lieutenant sent by the commander-in-chief, to command the Favorite, in the absence of her captain, sick on shore?—A. Never did.

Q. How long were the Favorite and Perdrix in English Harbour together, previous to the event of the 13th?—A. About two months, or more.

Q. Had any difference on service, between Lord C. and Lieutenant P. arisen previous to that on the evening of the 13th?—A. Not to my knowledge.

Q. To your knowledge, had any quarrel, of a public or private nature, subsisted between them?—A. Not to my knowledge.

Q. Did you see Lord C. immediately before the pistol, which killed Lieutenant P. was fired?—A. Yes, I was within six inches, I suppose, of Lord C. when the pistol went off.

Q. Had Lord C. any other arms than the pistol which he fired?—A. I did not see any.

Q. Did you hear Lord C. call out to the marines to desist, when up stairs?—A. No.

Q. Did you hear Lord C. ask Lieutenant Milward whether the pistol was loaded when he gave it to him?—A. No.

Q. Did you observe Lieutenant Milward hand the pistol to Lord Camelford?—A. No.

Q. Did you observe Lord C. present the pistol to the breast of Lieutenant P.?—A. Yes, I did.

Q. Was there time sufficient for answering Lord Camelford, before he fired?—A. I heard Mr. Peterson answer.

Q. How often was the question from Lord C. repeated, "do you persist in resisting my orders?"—A. Only once.

Q. How far were the Favorite's from the Perdrix's people?—A. The night was dark, about ten yards.

Q. Was it possible for Mr. Peterson to have heard the question put to Mr. Milward by Lord C. respecting the pistol being loaded?—A. I did not hear it myself.

Q. Do you think Mr. Peterson, if his person had been arrested, would have given orders for his people to fire?—A. I cannot say.

Q. What was the purpose of the Perdrix men arming?—A. I imagine to protect the body of Lieutenant P. from being put under an arrest.

Q. Did they arm by Lieutenant P..s order?—A. Yes, they did.

Q. Did Mr. P. come down stairs from the mess-room with his sword drawn?—A. To the best of my knowledge he did, as the sword was found lying beside him drawn, when shot.

Q. How many men of the Perdrix's do you suppose were under arms?—A. I can't say, they were all on shore at the capstan-house, to the best of my knowledge.

Q. Do you know what number of arms were at the capstan-house?—A. I believe all the small arms belonging to the ship.

Q, What quantity of ammunition was on shore for those arms at the capstan-house?—A. I can't say.

Q. Was there any?—A. Yes.

Q. Were the arms prepared in consequence of the alarm that had been fired on the island?—A. I was delivering the letter on service to the commanding-officer of the Favorite, at the time the arms were examined.

Q. What time of the night was it when you delivered that letter?—A. I suppose about a quarter past eight.

Q. Did Lord C. order that the Perdrix should take the guard, when you became commanding-officer?—A. Yes, the order was given verbally by Lieutenant Parsons, of the Favorite, on that night to me; previous to which Lord C. gave me a written order to command the Perdrix for the time being.

Q. What time was the alarm signal made?—A. Before sun-set, some time.

Q. Was it discharged that night?—A. No.

Q. What time of the evening did Lord C. send to Lieutenant Peterson to hold the Perdrix's ship's company in readiness to act with the military?—A. I don't know.

Q. Did you at any time hear Lieutenant P. express his intentions to proceed to extremities with Lord C. rather than be arrested by him, or did he use any words to that effect in your presence?—A. Never.

Q. Was there any report of daily progress sent from the Perdrix to the senior officer, during your stay in English-Harbour?—A. Only once to Captain Mainwaring of the Babet.

Q. Did Lord C. give any directions to discontinue the guard, after the Babet sailed?—A. No.

Q. Did he give any order to Lieutenant Peterson, which might indicate his superiority after the sailing of the Babet, and previous to the order given by him on the 13th instant?—A. Not to my knowledge.

Q. What time elapsed, from the sailing of the Babet, till that order was given?—A. More than 24 hours.

Q. Did Lieutenant Peterson, after the Babet sailed, give any public directions to you, or any of the inferior officers, to watch the motions of the

Favorite; such as hoisting her ensign, ringing her bell, &c.?—A. None to me, nor any that I know of.

Q. Were the ship's ensigns hoisted at the time of firing the alarm?—A. They were not to the best of my knowledge.

Q. As Lieutenant Peterson gave you to suppose that he was the senior officer of the harbour, do you know of any orders he gave in consequence of the alarm being fired; either for the defence of the ships or the dock-yard?—A. No. I carried a letter on service to the commanding-officer of the Favorite, the contents of which I did not know.

Q. Was that letter on service to Lord C. delivered after Mr. Peterson had received one from Lord C.?—A. It was.

Lord Cochrane. Q. At the time the Perdrix's men were loading, would you have ventured to have stood before them for a space of time, supposing yourself to have been a stranger?—A. If they had not received orders from their officer to fire.

Q. Do you conceive they would have fired if their officer had given orders?—A. Yes.

Q. And do you conceive their officer would have given orders to fire?—(*Witness declined answering.*)

Court cleared.

Court opened again—The last question repeated.

A. I can't answer.

Q. Where did you stand, while the Perdrix's people were arming?—A. At the left-hand side of the people—at the left side of his lordship.

Q. Do you conceive, that the marines drawn up opposite the Perdrix's people, were in danger?—A. I can't answer.

Q. Did you ever hear Lieutenant Peterson express his opinion of me, as of a man with whom he differed?—A. No.

Q. Did you never hear that we did differ?—A. Not to the best of my recollection.

Q. Did I not keep my pistol levelled at Mr. Peterson's breast, from the time I first spoke to him?—A. Yes.

Q. What was your reason for telling the people to stop loading, the moment Lieutenant Peterson fell?—A. Knowing that all lieutenants are my superior officers.

Q. Did you order the men to stop loading before, or after you had received orders to that purpose, from a lieutenant?—A. Before.

Q. Did not Mr. Piguenit, the purser, make some remarks, at the time Mr. Peterson's letter to me was read before you in the mess-room?—A. The letter was not read before me.

Q. Did you not make some remarks on the impropriety of sending it to me?—A. No.

Q. Did any conversation take place between you and Mr. Piguenit, respecting that letter?—A. No.

Q. Did you not know the letter you carried to be mutinous?—A. No.

Q. Did you know the contents of that letter?—A. No.

Q. To what did you attribute the marines going down stairs, when they came with Lieutenant Milward, to arrest Mr. Peterson?—A. Mr. Pigueuit was standing between Mr. Peterson and Mr. Milward, when I turned and went to the window, and turning round, I observed that the marines and Mr. Milward had left the mess-room.

Q. Did I call to Lieutenant Milward, once or twice to come down?—A. I did not hear you call at all.

Q. Were the arms at all prepared, before you went over with the letter?—A. No.

Court. Q. Had the Perdrix's men their bayonets fixed, at the time they were ordered to be armed by Lieutenant Peterson?—A. As many as had arms.

Q. When Lieutenant Peterson fell, had the Perdrix's men loaded, or were they loading?—A. Some were loaded and some loading.

Q. Which party were superior in number, the Favorite's or Perdrix's?—A. The Perdrix's.

Q. You said you conceived it your duty to obey the orders of any lieutenant—did you conceive Lord C. as a lieutenant?—A. I did only as a lieutenant.

Q. Give your reasons?—A. Having heard Lieutenant Peterson mention, Lord C.'s letters from the Admiral were directed to Lieutenant Lord Camelford.

Q. Did you ever see any letters addressed to Lord Camelford, on service, from the Admiral?—A. No.

Q. Did you know whether Captain Mainwaring left the port-orders with the prisoner, as next in command, after he sailed?—A. No.

Q. How long have you been in the service?—A. Nearly 5 years.

An attested copy of Lord CAMELFORD'S *order, from Admiral* HARVEY, *to command the Favorite, read, viz.*

By Henry Harvey, Esq. Rear-admiral of the Red, and Commander-in-chief of his Majesty's ships and vessels employed and to be employed at Barbadoes and the Leeward Islands, and in the seas adjacent.

"Captain James Hanson, of his Majesty's sloop Favorite, having by letter, dated the 12th instant, represented to Captain Thomas Macnamara Russell, of his Majesty's ship the Vengeance, that from a long and gradual decline, his constitution is so much impaired, and his health in so very low and languid a state, as to render him unable to do his duty, requesting (in justice to the service and himself) that a survey might be held on his state of health; and Captain Russell (being senior officer at St. Christopher's at the above period) having directed a survey to be taken on him in consequence, and the surveyors given it as their opinion, that his immediate removal to a northern climate is absolutely necessary for the recovery of his health, and Captain Hanson having quitted the said sloop;

"You are, therefore, hereby required and directed to repair on board

his Majesty's sloop Favorite, and take upon you the charge and command of commander in her, until further orders, or until the pleasure of the Lords Commissioners of the Admiralty is known; strictly charging and commanding all the officers and company of the said sloop, to behave themselves jointly and severally in their respective employments, with all due respect and obedience unto you, their said commander; and you likewise to observe and execute the general printed instructions, and such orders and directions as you shall, from time to time, receive from me, or from any other your superior officer, for his Majesty's service. Hereof, nor you, nor any of you may fail, as you will answer the contrary at your peril; and for so doing this shall be your warrant.

"Given on board the Prince of Wales, Fort Royal Bay, Martinique, 16th September, 1797.

"HENRY HARVEY.

"*To Lieutenant the Right Honourable Thomas Lord Cumeford, hereby appointed to command his Majesty's Sloop Favorite, until further orders, or until the pleasure of the Lords Commissioners of the Admiralty is known.*

"By command of the Rear-admiral,

"J. G. BRIGGS."

[To be concluded in our next.]

PLATE CCXCV.

AS the counter-part of Plate CCXCI, given at page 130, we here present our Subscribers with a Map of the Northern part of the United Provinces.

The whole of the Seven Provinces, forming what is now termed the *Kingdom* of Holland, extend, from the north of Groningen, to the southern boundary along Austrian Flanders and Brabant, about 150 English miles; and in breadth, from what is called the North Sea to the circle of Westphalia, about 100 miles. The original population of this country is believed to have been Celtic; but, when it was conquered by the Romans, its chief inhabitants were the Batavi, the most northern people of Belgic Gaul.

What is termed the "progressive geography" of this region, which, from the phenomenon of the increase of the sea, is a subject of considerable curiosity, is thus noticed by Pinkerton, in his voluminous system of "MODERN GEOGRAPHY:"—

"Upon inspecting the accurate maps of the ancient and middle geography of Gaul by D'Anville, it will be perceived that the Rhine divided itself

THE NORTHERN PART OF THE UNITED PROVINCES.

Published Oct.r 4. 1802 by J. Cadell jun.r Strand London.

into two grand branches at Burgenasium or Schenk, about five miles N.W. of the Colonia Trajana, now an inconsiderable hamlet called Koln, near Cleves. The southern branch joined the Meuse at the town of Mosa or Meuvi; while the northern passed by Durstadt, Utrecht, and Leyden, into the ocean. From the northern branch was led the canal of Drusus, which originally joined the Rhine to the Issil, a river that flowed into a considerable inland lake called Flevo, now a southern portion of the Zuyder Zee. This canal of Drusus being neglected, and left to the operations of nature, the Rhine joined the Issil with such force, that their conjunct waters increased the lake of Flevo to a great extent; and instead of a river of the same name, which ran for near 50 Roman miles from that lake to the sea, there was opened the wide gulf which now forms the entrance. The northern and chief mouth of the Rhine was, at the same time, weakened and almost ost by the division of its waters, and even the canal of Drusus was afterwards almost obliterated by the deposition of mud in a low country, in the same manner as some of the ancient mouths of the Nile have disappeared in the Delta of Egypt.

"The southern branch of the Rhine, which flowed into the estuary of the Meuse, as above mentioned, was anciently called Vahalis, a name retained in the modern Waal; the ancient isle of the Batavi being included between the two branches of the Rhine, and thus extending about 100 Roman miles in length, by about 22 at the greatest breadth. The estuaries of the Meuse and the Scheld have also been opened to great inroads from the ocean: and the latter in particular, which anciently formed a mere delta, with four or five small branches, now presents the island of Zealand, and the most southern of those of Holland, divided by wide creeks of the sea. This remarkable irruption is supposed to have happened at the time that the Goodwin Sands arose, by the diffusion and consequent shallowness of the water. These great changes may be conceived to have made a slow and gradual progress; and none of them seem so ancient as the time of Charlemagne. Some of them are so recent as the fifteenth century; for in 1421 the estuary of the Meuse, or Maese, suddenly formed a vast lake to the S E of Dort, overwhelming 72 large villages, with 100,000 inhabitants, who perished in the deluge.

"By a subsequent change the Rhine was again subdivided, and a chief branch fell into the Leck, which joins the estuary of the Meuse between Dort and Rotterdam, and must now be regarded as the northern mouth of that noble river; while the Vahalis or Waal continues to be the southern: both branches being lost in a comparatively small stream, the Meuse. The less important variations in the geography may be traced with some precision in the Francic historians, and other writers of the middle ages."

NAVAL STATE PAPERS.

NEUTRAL COMMERCE.

Letter from the French MINISTER *for* FOREIGN AFFAIRS, *to General* ARMSTRONG, *Minister Plenipotentiary from the* UNITED STATES OF AMERICA, *to France.*

" SIR, " *Altenburgh, August* 22, 1809.

BEING informed that you are about to despatch a vessel for America, his Majesty has charged me to make known to you the immutable principles which have regulated, and will continue to regulate, his conduct as to the grand point of difference respecting neutrals.

" France admits the principle, that the flag protects the merchandize. A merchant vessel having clearance from her government, ought to be considered as a floating colony. The violation of such a vessel by searches, prosecutions, and other acts of arbitrary power, is a violation of the territory of a colony, and an attack upon the independence of its government. The seas belong exclusively to no nation; they are the common property of states, the domain of all.

" Merchant vessels of an enemy, being the property of private individuals, ought to be respected. Private individuals, who take no share in hostilities, ought not to be made prisoners. In all her conquests, France has respected private property. Warehouses and shops have been left in the possession of their owners. They have been permitted to dispose of their merchandize as they thought proper; and at this moment there are cargoes, particularly of cotton, passing in waggons through the French army, and through Austria and Germany, to proceed to whatsoever destination commerce may assign them. If France had adopted the practices of maritime warfare, all the merchandize of the Continent would have been accumulated in France, and often have constituted a source of incalculable wealth.

" Such would undoubtedly have been the assumptions of England, had the English possessed the same superiority by land which they have at sea. We should, as in the times of barbarism, have seen the vanquished sold as slaves, and their lands divided among the victors. Mercantile cupidity would have engrossed every thing, and the government of an enlightened nation, that has carried the arts of civilization to the highest pitch of perfection, would have given the first example of renewing the practices of barbarous ages. That government is well aware of the injustice of its maritime code. But what does it heed injustice? Its only inquiry is, what is useful?

" When France shall have acquired a naval force proportionate to the extent of her coasts and her population, the Emperor will gradually reduce these principles to practice, and exert himself to procure their general adoption. The right, or rather the assumption, of blockading rivers and

coasts, by proclamation, is equally insolent and absurd. No right can possibly spring out of the mere will and caprice of one of the interested parties, but must originate in the actual nature of the things to which it belongs. No place is properly in a state of blockade, but when it is invested by land and by water. It is put under blockade, to cut off all means of assistance by which the surrender may be retarded; and in this case only accrues right of preventing neutral ships from entering it; because the place so attacked is in danger of being taken, and the dominion of it is undecided, and still in dispute, between the commander of the town and those who blockade or invest it: and from this arises the right of prohibiting neutrals from entering the place.

"The sovereignty and independence of the flag, like the sovereignty and independence of a territory, is the property of all neutrals. A state may surrender itself to another, divest itself of its independence, and undergo a change of Sovereigns; but the rights of sovereignty are indivisible and unalienable; the smallest particle of them cannot be ceded.

"England proclaimed France in a state of blockade. The Emperor, by his decree of Berlin, declared the British Islands to be in a state of blockade. The former measure excludes neutral vessels from France; the latter prohibits them from going to England.

"England, by her Cabinet Orders of the 11th of November, 1807, laid a tax upon neutral vessels, and compelled them to enter her harbours, before they can proceed to their place of destination. By the Decree of the 17th of December of the same year, the Emperor declared all such vessels denationalized, whose flag is violated, insulted, and trampled upon.

"To protect herself against the spoliations, wherewith such a state of things menaced her commerce, America laid on an embargo in her harbours; and though France, which had only exercised the right of retaliation, was aware that her own interests and those of her colonies, must suffer from such a measure, yet the Emperor applauded the magnanimous resolution of renouncing all commerce, rather than acknowledge the sovereignty and tyranny of the seas.

"The embargo has been taken off, and a system of exclusion has been substituted for it. The powers of the Continent, in alliance against England, make common cause; they have the same object in this war; they must reap the same advantages; they must also run the same risks. The ports of Holland, the Elbe, the Weser, Italy, and Spain, will enjoy no advantage of which France would be deprived. They will, all of them, be open or shut at the same time, with regard to any commercial intercourse with them.

"Thus, Sir, in point of principle, France recognizes the freedom of neutral commerce, and the independence of the maritime powers, which she respected up to the moment when the maritime tyranny of England, which respects nothing, and the arbitrary proceedings of its government, compelled her to adopt measures of retaliation, to which she resorted with regret. Let England revoke her blockade of France, and France will recall her declaration of blockade against England. Let England revoke her

Cabinet Orders of the 11th November, 1807, and the Milan Decree will expire of itself. The American commerce will then recover its complete freedom, and be assured of finding in the harbours of France favour and protection. But it belongs to the United States to attain this happy object by their firmness. Can a nation, resolved to remain free, hesitate between certain momentary interests, and the great cause of maintaining her independence, her honour, her sovereignty, and her dignity?"

PHILOSOPHICAL PAPERS.

OBSERVATIONS ON WATER-SPOUTS, SEEN FROM NICE.

By M. Michaud, *Correspondent of the Royal Academy of Sciences, at Turin.*

AFTER a mild season for the greatest part of the month of December, 1788, at Nice, where the winter is not in general severe, with clear weather in day-time, our atmosphere underwent a total change on the day of the new moon, which was the 27th of that month. On that day a very violent storm of wind arose, attended with a degree of cold as acute as ever was known in the memory of man. The sky became covered with clouds, and snow fell to the depth of more than eight inches. The severe cold had frozen the snow, and rendered it so compact that, notwithstanding the influence of several days of clear weather soon afterwards, in which the heat of the sun was very perceptible, there was not the least drop of water fell from the eaves of the house in which I dwell, which is exposed to the sun in winter for eight hours, and, being situated near the sea, is perfectly sheltered on the north side by the eminence of the rock of the castle. This fact appeared very surprising to me, after a residence of about forty years in this town. Several old persons remarked, that this snow would wait for another fall before it melted, and I found by the result that the observation was true.

On Sunday, January 4, 1789, at the phasis of the first quarter of the moon, the cold was again renewed, and continued severe on the Monday and Tuesday. At eight in the morning I first observed an immense mass of clouds towering upwards, and extending from north-east to south, which rose towards the zenith, by advancing to the westward. Accustomed as I am to consider these clouds according to the system of my old professor of natural philosophy, Father Beccaria, I concluded that they would proceed to desolate our fields, the fruits of which, particularly the oranges and lemons, had already perished by the antecedent cold. And as a strong wind then prevailed over the face of the sea, I foretold to my two eldest sons, that it was very probable we might discover some water-spout in the course of the day. In fact, about five minutes after ten in the morning, I observed on the sea, at the distance of not more than a musket-shot from the shore, a round space of ten or twelve toises in diameter, in which the

water did not really boil, but seemed ready to boil. For there appeared all round, and sometimes within the circle, vapours in the forms of mists, eight toises and more in height, having the appearance, though on a scale incomparably larger, of those vapours which rise from the surface of water beginning to simmer. I saw clearly that this was, if I may so express myself, the embryo of the foot of a water-spout driven along by the wind, while the clouds were not sufficiently advanced to afford the stem a body. It continued therefore to move before the wind from east to west, keeping, to my very great surprise, its surrounding vapours elevated like sails, notwithstanding the extreme force of impulsion which drove it towards the shore. As soon as it came near the land, the circle was contracted, the mass of vapour became of less dimensions, and at the moment it touched the land, it was at once overset by the wind, under the appearance of a long train of mists, which was speedily dissipated. I then perceived that the hope I had formed of seeing water-spouts during the day, was on the point of being realized: but as my occupations demanded my attendance elsewhere, I charged my two eldest sons to watch alternately at the window, in order that the phenomenon might not pass unobserved. At last, about eight minutes before noon, my second son came to me, exclaiming, "Father, here is a very superb water-spout." His earnestness was equal to that of a sailor, who after a long and tedious voyage, first discovers land.

The clouds had already occupied not only the upper and southern part of the atmosphere, but they had proceeded towards the west, so as to cover the whole extent within my view; with this circumstance, nevertheless, that they had left uncovered beneath and towards the south, a part in the form of a segment of a circle, through which, at an extreme distance some clouds were discerned, upon which the sun threw the colours of the morning.

The foot of this water-spout was so ample, that a man of war of 100 guns, with all its sails, might have been enveloped, and even concealed in it. Hence, from the circular form of the foot of this water-spout, some judgment may be made of the volume of vapour it afforded.

Instead of the tranquillity it exhibited at its first appearance, this lower part assumed the resemblance of the crater of a volcano, with this exception, that it threw out nothing but large streams of cloud and spouts of sea-water. But it threw these in parabolic streams from the centre, to the circumference, and all around, with such impetuosity and violence as to render it very evident to us, that an inexpressible effervescence must have prevailed in the interior basons, though the great distance, and the opacity of the surrounding vapours prevented us from seeing it.

The diameter of the water-spout, and that of its expanded upper part, were large in proportion. Its colour was a very deep indigo, the same as that of the clouds, which extended from east to west.

While we were looking at this extraordinary appearance, (which my sons beheld for the first time, and which seemed to have concentrated all their senses in one,) on a sudden an impetuous shower of hail discharged itself

against the windows in grains of the size of pistol and musket balls. We immediately suspended our observations, in order to close the shades of both stories of the house, in which the whole family assisted, for fear of having the windows absolutely broken to pieces, as happened a few years before. But I soon perceived that this precaution was absolutely useless, or at least unnecessary; for the hail, though in a few minutes it covered the ground to the height of four inches, did not in the least damage the trees in the garden behind our house. It consisted merely of large flakes of snow rounded by the wind in their fall, and possessing neither the weight nor the hardness of hail. Upon opening some of the pieces I found them to consist of a thin compact shell, nearly empty within, excepting a few rays from the centre to the circumference. The degree of congelation in these balls was so slight, that they began to melt the moment they touched the ground, and accelerated the fusion of the snow which had fallen before.

This frozen snow, which during its fall had obscured the air sufficiently to prevent our seeing the water-spouts through the blinds, having ceased, we resumed our observations with all possible diligence, and beheld another water-spout, somewhat inferior in magnitude to the former, which had disappeared. It followed nearly the same course as the other. By the account of time employed by each in its successive passage, I estimated that the one before us must have been the third; nevertheless, by confining my narrrative to what I really saw, it must be considered as the second only. This water-spout having continued its course towards Antibes, we observed that it began to contract in all its dimensions, some time before it arrived at the shore; and that the foot was reduced to nothing when it touched the ground. It contracted insensibly upwards, the expanded conical part became broader and more rare, and the whole joined the mass of clouds in the same manner as one mist incorporates with another. I returned towards the place where I had discovered the first water-spout, and was greatly surprised at discovering a new foot ready formed, without any descending spout. My astonishment was founded on these three circumstances. 1. The existence of the foot of the water-spout without its stem or body; for before this observation, I considered it as indubitable, that the enveloped matter of the foot or recipient, was a production of the body of the water-spout itself, or an expansion of its proper substance. Now I saw clearly enough in this phenomenon, the identity of the substances which compose clouds and mists, and that it was not supplied by the water-spouts. The embryo of the spout which I had seen at ten o'clock, appeared to shew that it was probably produced by the sea.

2. I was surprised to see that this foot was stationary at the place of its formation, whereas those which I had before seen were carried swiftly along by the wind. For, though it was not impossible but that this foot might be carried by a motion along the line of sight, and consequently not perceptible to me; it was at least certain that it gained nothing from east to west, that is to say, from my left to my right, the direction in which the sea, the clouds, and the other water-spouts which had travelled so far in so short a space of time, were carried.

3. I was astonished, that the body of the water-spout being wanting, which, according to my notions, might increase the intensity of the power by which this appearance is produced, it was nevertheless possible that this envelope should be capable of remaining upright and stationary. In this uncertainty I suspended my reflections to observe the result. I remarked a kind of teat or protuberance, projecting obliquely from the lower part of the clouds which arrived from the east. The foot continued motionless, and the protuberance preserved its oblique direction, till the moment when by the action of the wind it arrived at the foot; at which instant we all three observed the protuberance direct itself perpendicularly towards the foot, and like an immense sack of gauze unroll itself from the extremity, when the folds of this sack disappeared, and the body of the water-spout, which was grey and transparent, fixed itself in the bottom of the foot, assumed the vertical position, and became larger in diameter. My second son, who, as well as his elder brother, possesses a very clear sight, immediately exclaimed, "See, father, how rapidly the vapours fly up through the bag." I saw, in fact, that they seemed to expand it with a kind of tension, at the same time giving it a deep indigo colour, which was communicated to the cloud. At the same instant the colour of the whole water-spout became so deep, that we could distinguish no motion in its expanded part. We observed only that the whole phenomenon moved from east to west, and was destroyed on the coast of Provence. Lastly, a fourth was formed, which was destroyed in the same manner without any such production, beyond the hills of Antibes; because, their course being more oblique towards the north, they could not meet the gulf Jean, and the prolongation of their track was altogether over land. A fall of snow succeeded immediately afterwards, which was of the usual density and configuration. It lasted all the rest of the afternoon and the following night, so that on the following day there was as much snow on the ground as before. It afterwards rained for a long time, which cleared the country of the snow that had accumulated. As the impetuous wind of the preceding day continued with undiminished force through the whole night, and the other accessary circumstances were likewise present; I think there is reason to conclude that new water-spouts must have been formed in the afternoon, and perhaps in the night of the 6th; but the obscurity of the atmosphere, from the fall of the snow, did not permit me to observe them. I shall therefore proceed to make some remarks on the wind which caused this phenomenon.

Though the velocity of this wind was nearly equal to that of the greatest storms in our seas, the waves were not proportionally deep. Two circumstances appeared to concur in producing this effect; the first, that by the form of our coast an east wind cannot have passed over so great an extent of sea as a wind from the south-west, from which quarter our greatest storms come. (This cause is constant with regard to our local situation.) The other circumstance was, that the wind did not blow obliquely downwards, but moved parallel to the surface of the sea. This supposition, which is the only one that requires proof, was confirmed at the time of ob-

servation by the appearance of a small Catalan vessel, which the wind of the 6th of January blew ashore near Nice. I saw her pass before my windows, driven by force she was incapable of resisting. She did not labour much, but came to an anchor at a little distance, from which, however, the violence of the wind drove her on shore, though without considerable damage; since she was got off a few days after, and pursued her voyage. The force of this wind was seen not only in the instance of this vessel, but in a considerable number of others which were lost on the neighbouring shores.

March 19, the wind, which had begun the preceding evening, blew with a degree of impetuosity less than that of the 6th of January. The clouds were accumulated from the east towards the west, but they were much less condensed than at that time. At forty minutes after eleven in the morning, we observed two water-spouts, which moved at the same time, the one after the other. The most remarkable circumstances in these water-spouts were:—1. The prodigious enlargement of a protuberance, from the extremity of which hung a kind of spout, which was incomparably thinner; but the wonder disappears, when we reflect that the following spout, which maintained itself in the same state as those we had before observed, robbed the preceding one in some measure of its support; so that this enlargement was, as it were, a commencement of dissolution, and the thinness of it was a proof of the little intensity of electric power then acting; a conclusion which is also confirmed by the following circumstances.

2. The incapacity in the feet of these two water-spouts to elevate their surrounding plumes. They were reversed by a force which prevented their rising in a perpendicular direction, like those of the preceding water-spouts. At the extremities of the plumes here described, as well as at the centre of the circle near the surface of the sea, there was formed a small atmosphere; but as it was not extensive, the vapours were so few that we had very little snow, which continued for about half an hour, when the weather cleared up. During the transition of these water-spouts, very distant thunder was heard five or six times.

It follows, 1. That there is a real ebullition in the sea, at the place circumscribed by the foot of the water-spout. 2. That the vapours of the water must separate the fresh water from the salt; it being ascertained by experiment, that distillation is the only method by which sea-water can be rendered completely fresh.

I can affirm, without fear of contradiction, by experience, that this foot, or atmosphere, as it may be called, is nothing but the matter of clouds and mists.

What then, is the agent, it may be asked, which causes this ebullition in the sea, and raises the vapours through the water-spout to the cloud? Simply to affirm that this agent is electricity, without further proof, is in fact to say nothing; but I shall be happy to be anticipated by philosophers of greater skill in this theory, and think it better to suspend my judgment than yield to the seductive pleasure of explaining every thing by adding to the mass of error in natural philosophy.

The second fact which presents itself in our observations is, that two causes unite in the formation of water-spouts, or rather two different modifications of the same cause. When the foot appears without the water-spout, it is not the productive cause, but rather an effervescence which prevails in the sea at that place. But how many interesting questions might be asked respecting this part of the phenomenon! What cause is so powerful as to retain the foot, and keep it motionless, notwithstanding an impetuous easterly wind, until the projection in the cloud which is to form the water-spout shall arrive directly over it? Was the apparent bag which developed itself from the cloud, pre-existent in the projecting part? As I can make no satisfactory reply to these and other questions which might be proposed, I shall proceed to the third remarkable fact.

3. When the foot of a water-spout begins to approach the earth, its diameter contracts, its height is diminished, and its volume becomes less and less, so that the foot is reduced to nothing at the instant it touches the shore. From the attentive examination I have made, it has appeared that the foot, even of the greatest water-spouts, began to diminish, when the depth of the sea beneath became less than the elevation of the foot itself above the surface. If this be true, as I think it is, it may be concluded that the effervescence which supplies the spout with water, and forms the surrounding vapours of the foot, extends itself in depth nearly as much as the foot itself rises above the sea; and that materials for the supply of vapour become defective in quantity, in proportion to the shallowness of the water.

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when prose avail'd no more.

FALCONER.

ANNIVERSARY OF THE BATTLE OF TRAFALGAR, OCTOBER 21, 1806.

A TRIBUTE TO THE MEMORY OF NELSON.

HERE this auspicious morn, to Britain dear,
Shall pass forgotten till another year;
Ere sinking in the West, yon orb of light,
Veil'd in dark clouds, shall yield the world to light—
To NELSON be the tearful tribute paid,
And grateful mem'ry greet the Victor's shade;
Recall the deeds of glory's noblest son,
The wreaths of conquest by his valour won.
Contemplate now with proud unfeign'd delight
The matchless splendour of Trafalgar's fight!
Survey the path th' Illustrious Chieftain trod,
True to his King, his Country, and his God!

While blest by Him, whose sceptre sways the deep,
Whose fiat awes the roaring waves to sleep—
The banners of Britannia's foes he bore
Victorious trophies to his native shore.

Where Nilus' streams the sands of Egypt lave,
Where proud St. Vincent stems the foaming wave;
Where Copenhagen's frowning ramparts lour,
And deep below the Baltic billows roar;
Where on th' Iberian coast are seen from far
The tow'ring cliffs of trophied Trafalgar!
NELSON on high his victor flag unfurl'd,
And rul'd in thunder o'er the wat'ry world!
But while the ensigns of the vanquish'd fleet
Submissive yielded at the hero's feet—
Victory, who view'd her son with dear regard,
Snatch'd him from hence to meet his bright reward;
The foe destroy'd, he sunk to endless rest,
With valor's bleeding scars upon his pallid breast.

While sun-bright glory's amaranthine meed
Adorns those chiefs who for their country bleed,
Immortal NELSON's conq'ring name shall stand
First 'mongst the Heroes of his native land.
Deeds of renown shall urge his brilliant claim
To the bright honours of a deathless name;
Over his sacred dust the palm shall bloom,
For Glory's Temple—is the narrow tomb!
There shall the unfading laurel flourish free;
His envied death was—Immortality!
To him in Vict'ry's arms to die was giv'n,
And on the wings of conquest soar to Heav'n!
Nature's last struggle o'er, his spirit shone
With a bright stream of radiance all its own:
While his example to the latest hour
Shall guard Britannia from each hostile pow'r,
True to herself—secure from all alarms,
"Come the three corners of the world in arms!"
Albion alone the conflict shall sustain,
Safe in His care whose pow'r controls the main!

October 21, 1809. TRAFALGARIUS.

RODNEY'S VICTORY OFF ST. VINCENT'S IN JANUARY, 1780.

BY THE LATE CAPTAIN EDWARD THOMPSON.

'TWAS noon of day—the storm was high,
In sight St. Vincent's Priory,
When gallant Affleck saw
The Spanish fleet, triumphant boast,
A pow'r upon their native coast,
To give the ocean law.

The swift Hyæna did repeat
The signal to the British fleet; *
Which Rodney's soul imprest
With all the Hero's patriot flame,
That fights for liberty and fame,
To raise a land deprest.

For line a-breast the signal flew!
Which cheer'd the hearts of every crew,
To charge the haughty foe:
The Spaniard he did not decline
The fight, but tried to form the line,
To give a fatal blow.

Too soon he saw the English force,
Which made him stoop to change his course,
And press his loftier sails:
The French, with justice he condemn'd,
And while his ships the ocean stemm'd,
He turn'd his eyes to Cales.

But tho' Langara bore away,
He did not run to shun the fray,
But sell the battle dear:
The English flew on wings of fame!
Yet his retreat produc'd no shame—
He bravely fought his rear.

The Edgar and the Bedford sail'd
With valiant chiefs that never fail'd,

* On the 16th of January, the Hyæna fortunately led the fleet about three leagues, and descried the land; otherwise the course we then steered had embayed the fleet. Shortly after, the Spanish squadron was discovered, consisting of 13 sail of the line and two frigates, about four leagues S.S.E. of the Priory of Cape St. Vincent's, under the command of Commodore Don Langara, in the Phœnix, of 80 guns.

And led the glorious van !
The St. Domingo soon confes'd,
She by the Ajax was oppress'd,
When Uvedale the man.

The conflict now grew very hot,
Each party felt the pow'r of shot ;
The Nereides left the main :
They div'd into their coral beds,
To wring their locks and hide their heads,
And weep the loss of Spain.

Neptune, with anger and surprise,
Turn'd on the two his streaming eyes,
And shew'd a stern despair :
But when the St. Domingo fir'd,
To save himself, the god retir'd—
She blew into the air !

Horror magnificent ! the blast
Made fiercest courage stand aghast,
That never knew a fear !
And while for vict'ry Britons burn'd,
With pity ev'ry Hero turn'd,
And gave their fate a tear.

Spain's kindred Saints nor hover'd more
On silver wings, but fled to shore,
Unable to protect :
They dropt the curtain of the night,
Shock'd at the ruin of the sight—
Their mighty navy wreckt !

Another scene, as horrid too,
Awful presented to the view—
The sea was all in flame !
The ships were shown by their own light ;
The cannons roar'd from left to right,
And spoke their captain's fame.

Foremost of these let Cranston stand,
An honour to the British land,
A glory to the fleet !
And while we say that six but fought,
The Spaniards wreaths of laurel bought,
By being nobly beat !

Ten ling'ring hours the battle hung,
And while the vaulted welkin rung,
With shrieks of wild dismay:
Some who had 'scap'd the furious blast,
Cry'd, Mercy on the floating mast!
To ev'ry wave a prey.

The cool deliberate Spaniard bore
The shot's harsh whiz—the cannon's roar,
Till Rodney bravely push'd
The towering Sandwich to the van—
The Monarch struck—confest the man,
And all in peace was hush'd.

The lofty theme of former wars,
The battles gain'd by older tars,
Shall not suppress this lay:
For Spaniards never were more great,
Inferior but to those who beat,
And chronicled the day!

For Spain her time devoted long,
To give a Phœnix to the throng,
To draw their wond'ring eyes;
This from Langara, Rodney won,
And from the ashes of this Don,
Shall other Phœnix' rise!

A SAILOR'S DESCRIPTION OF THE MASQUERADE, GIVEN IN HONOUR OF THE LATE KING OF DENMARK, IN THE HAY-MARKET,

BY THE LATE CAPTAIN EDWARD THOMPSON.

LITTLE Moll, faith, and I, from Wapping came up,
To see the fine show, and the folks;
But for fear of mistakes, we thought best for to sup,
For these courtiers have comical jokes.

When first we came in, I was 'maz'd to behold!
Night at once was all chang'd into day;
The folks seem'd to roll like a cast sea of gold,
And the gall'ry stuff'd full, like a play.

Little Moll dropp'd a-stern, being afraid to make sail,
'Till I at her helm took a stall;
When, whip in a trice, she steer'd up within hail
Of the Devil, just landed from Hell!

" Lord bless me," says she, " Ben ! where have we got?
" This company's too good for *we!*
" Sure at home he was cold, and 's come here to be hot,
" For such Devils I never did see!"

" The Devil ne'er mind—heave a-head, my dear girl,
" And I'll shew you the King of the crew;
" Each Duke, ev'ry Dutchess; each Lady, and Earl,
" And when I bump, do you curt'sy too!"

Like a Tragedy Queen, when Moll saw the King,
Plump on her bare knees she fell down:
But, by Neptune, I soon made her rise with a spring,
And swore she knew nought of the town.

We parted—and I, faith, who like to be smart,
Clapp'd on board of a Shepherdess sweet;
Who, with no other crook than her eyes, hook'd my heart,
As fast as if prest in the fleet.

She pull'd me about (till parch'd was my mouth),
At the rate of ten knots by the log:
But I soon found this King was no tar—but a youth,
For he Burgundy gave us as grog.

This gay, little Shepherdess, faith, was so smart,
She tow'd me from pillar to post;
Some call'd me a lubber, unfit for my part,
And wreck'd on the Masquerade coast.

Mandarins and Nabobs were as plenty as rice,
Jews, Negroes, banyans, and what not;
There were characters purchas d at ev'ry price,
Unless the raw, bra', letter'd Scot.

In this ocean of pleasure, egad! there were tars,
Who ne'er pass'd the buoy of the Nore;
There were soldiers, like Hymen,* who knew not of wars,
And domino fools by the score!

There were Pilgrims and Quakers, Blacks, Witches, and Nuns,
Minervas without sense or tongue,
Who flatter'd and lisp'd out some feminine puns—
" Do you know me?" was all said or sung.

Personated by Mr. H.——.

Grave Conjurors, too, who ne'er conjur'd before,
And Harlequins, heavy as dross;
Mild night too, who long shone the sun of this shore,
But set in the fair Mrs. Ross.*

Old wives were at once to dull Generals turn'd,
And Tancred † in sorrowful strain,
Wept Philip's wrongs, and then instantly burn'd
For Drama, from lewd Drury-lane.

There was supper, they said—we got nothing to eat;
Here a fort, there a tow'r, here St. Paul;
But all cramm'd, as at short allowance of meat,
Gorging garrisons, gardens, and all.

By strange kitchen alchymy, every dish
Seem'd transmuted for Epicure Mammon:
There was fish'fied flesh, and flesh'ned fish,
A calf's head seem'd a fine jole of salmon!

When I thought I took one thing, another I got,
The French cook so well knew his trade;
That ev'ry thing look'd like what it was not,
And the dishes were all masquerade.

There were none lost their wit, there were some lost in pet,'
In short, 'twas all *Hebrew* to me;
So my anchor I weighed with my kind little Bet,‡
And paid Moll with a topsail at sea!

NAVAL HISTORY OF THE PRESENT YEAR, 1809.

(September.—October.)

RETROSPECTIVE AND MISCELLANEOUS.

THE 25th of October was celebrated, as a day of Jubilee, throughout the British empire, in commemoration of his Majesty's entering, on that day, into the 50th year of his reign. Such an event has not occurred

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* Behold in character of night,
All clad in dark array,
Fanny appears!——the thought how right?
Fanny has had her day

† Old Muilman.

‡ Mrs. Powell, wife of the celebrated tragedian, who was not less respected for her domestic virtues, than he for his dramatic ability. She lived admired, and died lamented.

in this country, since the time of our third Edward; and only twice since the Conquest, has a reign of fifty years been recorded in the British annals.

On this truly gratifying occasion, the most lively demonstrations of joy appeared in every quarter; and we are happy to add, that this grand national festival was celebrated, not merely as a day of jollity and show, but as a day, to be remembered for many years, in which thousands of individuals experienced the effects of genuine British benevolence.

It was natural that, at such a time, the Government of the country should take the lead in acts of general munificence; and with pleasure we record, that a general pardon has been granted to all deserters and prisoners belonging to the naval and military service of his Majesty.

A document, so important as the following, well merits preservation in the NAVAL CHRONICLE:—

"PROCLAMATION,

"*For pardoning Seamen and Marines who have deserted from his Majesty's Service.*

"GEORGE R.

"Whereas we are desirous to mark the fiftieth anniversary of our accession to the Throne, by extending our pardon to all seamen and marines, who may at any time have deserted from our service, previous to the issuing of this our Royal Proclamation: we have thought fit, by and with the advice of our Privy Council, to publish this our Royal Proclamation, and do hereby accordingly grant our most gracious pardon to all such seamen as may at any time have deserted from any of our ships or vessels of war; and we do hereby further grant our most gracious pardon to all marines who may at any time have deserted from our service; and we do hereby declare, that all such seamen and marines, whether surrendering themselves or not, or who having deserted, are now belonging to some of our ships or vessels of war, or are at the head-quarters of our royal marine forces, or are belonging to recruiting parties of the said forces, shall be released, and discharged from all prosecutions, imprisonments, and penalties, commenced or incurred by reason of such desertion; and that all such seamen or marines who have not before the issuing of this our Royal Proclamation, surrendered themselves, nor entered on board our ships or vessels, nor joined the head-quarters or recruiting-parties of the royal marines, shall, nevertheless, receive our free pardon without condition of further service, or being required to join any of our ships, or the head-quarters or recruiting-parties above-mentioned; but that such pardon shall not entitle the said deserters, whether seamen or marines, to any arrears of pay, or to any prize-money, forfeited by such desertion; and we do further declare, that such free pardons shall not extend to any seamen or marines, who shall desert from any of our ships or vessels, or from marine-quarters, or recruiting-parties, after the 24th day of this instant October.

"Given at our Court at the Queen's palace, the 18th day of October, 1809, in the 49th year of our reign."

In the navy, a promotion of flag-officers, post captains, and commanders, has also taken place.

We understand, that his Majesty has likewise been graciously pleased to direct that all the Russian prisoners of war on parole in this country, shall be at liberty to return to Russia.

General Orders, of which the following is a copy, were issued by the Lords of the Admiralty, that all our brave tars in the ports of Great Britain, should be regaled on the day of the Jubilee, with roast beef and plumb pudding, and a pint of wine, or half a pint of rum; in addition to their usual allowance:—

"GENERAL ORDERS.

"By the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland.

"Whereas we think fit that an extra allowance of four pounds of fresh beef, three pounds of flour, and a pound of raisins, shall be issued to every eight men, of the respective companies of his Majesty's ships and vessels at the rate of , together with an extra allowance of one pint of wine, or half a pint of rum to each man, on Wednesday, the 25th, being the 50th anniversary of the accession of his Majesty to the throne of this kingdom, and direct you to give the necessary orders to the several captains and commanders accordingly.

"By command of their Lordships, &c.

"*To Admiral* ———, *at* ———." "JOHN BARROW."

The change in the British ministry has been less extensive than was expected. Lord Mulgrave retains his post, as first Lord of the Admiralty; but the Hon. Mr. Pole has been succeeded in the secretaryship, by Mr. Croker, a gentleman of better legal than political or nautical information. Mr. Pole is gone to Ireland, in the capacity of chief secretary to the Lord Lieutenant. Mr. Perceval has taken upon himself the office of first Lord of the Treasury, in addition to the chancellorship of the Exchequer, which he before held; but an opinion is prevalent, that the Marquis Wellesley, who is on his return from Spain, will, on arriving in England, be appointed Premier. Some of the vacated seats in the cabinet have not yet been filled.

The English government has determined to retain the island of Walcheren, which, we are glad to find, has, on the approach of the winter season, become more healthful. The disease which had made dreadful ravages among our troops, has greatly abated.

It has at length been ascertained, that peace between Austria and France was signed on the 14th of October. The terms are not yet known; but they are believed to bear extremely hard upon Austria. Buonaparte is supposed, by this time, to have returned to Paris. In consequence of the peace, great rejoicings have taken place on the French coast.

The Moniteur of the 11th of October has annexed to it a supplement of five sheets, containing a report of the trial of the captains of La Ville de Varsovie, L'Aquilon, Tonnerre, Calcutta, and the Indienne frigate, for misconduct in the affair in Basque Roads. The report, however, is not

complete; but it is known, by private letters, that the captain of the Calcutta has been shot for cowardice; and that one of the other captains has been sentenced to three years imprisonment; and that several other officers are detained under close arrest.

It appears by the account of the loss of the Tonnerre, given by her capt. M. Clement de la Roncière, that, whilst endeavouring to avoid our fireships, she was run on board of by the French man of war the Ocean, and grounded on the rocks. Repeated exertions were made to save her, but the wind proving unfavourable, the boats being for a long time absent, and the water no longer kept down by the pumps, one of which had burst, although the masts had been cut away, and the greatest part of her guns and water-casks thrown overboard, she was, at length deserted by her crew, after permission to that effect had been granted by a signal of the admiral, answering their signal of distress. The captain was the last who left the ship. This statement was fully corroborated by the written minutes of the journal kept by the officers.

It is with much satisfaction that we are enabled to contradict a statement, which appears at page 173 of the present volume, respecting the rising of the French prisoners on board the York man of war, Captain Barton, off Walcheren. We have been assured, upon unquestionable authority, that the report of that circumstance, which originated in a newspaper, perhaps from some mischievous motive, was altogether devoid of truth.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, SEPTEMBER 2, 1809.

Extract of a Letter from Rear-admiral Sir Richard John Strachan, Bart. K.B. to the Hon. William Wellesley Pole, dated on board his Majesty's Ship the St Domingo, off Batz, the 27th August, 1809.

I HAVE now to acquaint you, for their Lordship's information, that the flat boats of every description of vessels being assembled, and every necessary arrangement made on the part of the navy, for landing the army near Sandfleet, on the beach which had been previously reconnoitred, and not hearing from the Earl of Chatham respecting his intentions, I communicated with his lordship on the 24th instant, and on the following day I found his lordship had not come to a determination, on account of the increased force of the enemy, and the army getting sickly, and that he had sent for the generals to consult; I therefore, on the morning of the 26th wrote to his lordship, and I soon after went on shore to the meeting of the lieutenant-generals of the army, taking with me Rear-admiral Sir Richard Keats; I found them decidedly of opinion that no operation could be undertaken against Antwerp, with any prospect of success, at this advanced season of the year, and the enemy increasing in strength, and our own

forces diminished by sickness; and that as the taking of Lillo and Liefkenshoeik would not ensure our obtaining the ultimate object of the expedition, without Antwerp being reduced, and the country near these fortresses being inundated; it was also their decided opinion, that the army ought not to make any attempt on them. I had already, in the most unqualified manner, offered every naval assistance to reduce these fortresses, and also in aid of every other operation of the army. Conceiving the subject of the deliberations of the generals perfectly military, I withdrew with Sir Richard Keats. The ships of the enemy, which were above the town of Antwerp about five miles, have come down, and are now extended along the river face of it, except two of the line lower down, in the reach above Liefkenshoeik; and four frigates went to Lillo. An immense number of small gun-boats are on the boom; behind them a crescent of sixty gun and mortar brigs. The battery between Lillo and Fredrick Hendrick is finished; it has ten guns. The enemy has been driven from that which he was constructing on the Doel side with loss, by the fire of our bombs and gun-vessels.

DOWNING-STREET, SEPTEMBER 2, 1809.

A despatch, of which the following is a copy, was yesterday morning received at the office of Lord Viscount Castlereagh, one of his Majesty's principal secretaries of state, from lieutenant-general the Earl of Chatham, dated Head-quarters, Batz, August 29, 1809.

MY LORD,

Major Bradford delivered to me your lordship's despatch of the 21st instant, signifying to me his Majesty's commands that I should convey to Lieutenant-general Sir Eyre Coote, the general and other officers and troops employed before Flushing, and particularly to those of the artillery and engineer departments, his Majesty's most gracious approbation of their conduct; and which I have obeyed with the most entire satisfaction.

I had the honour in my last despatch of acquainting your lordship with my intention of proceeding to this place, and I should have been most happy to have been enabled to have announced to your lordship the further progress of this army. Unfortunately, however, it becomes my duty to state to your lordship, that, from the concurrent testimony from so many quarters, as to leave no doubt of the truth of the information, the enemy appears to have collected so formidable a force, as to convince me that the period was arrived, at which my instructions would have directed me to withdraw the army under my command, even if engaged in actual operation.

I had certainly early understood on my arrival at Walcheren, that the enemy were assembling in considerable force on all points; but I was unwilling to give too much credit to these reports, and I was determined to persevere until I was satisfied, upon the fullest information, that all further attempts would be unavailable.

From all our intelligence it appears that the force of the enemy in this quarter, distributed between the environs of Bergen-op-Zoom, Breda, Lillo, and Antwerp, and cantoned on the opposite coast, is not less than thirty-five thousand men, and by some statements is estimated higher. Though a landing on the Continent might, I have no doubt, have been forced, yet, as the siege of Antwerp, the possession of which could alone have secured to us any of the ulterior objects of the Expedition, was, by this state of things rendered utterly impracticable, such a measure, if successful, could have led to no solid advantage; and the retreat of the army, which must at an early period have been inevitable, would have been exposed to much hazard.

The utmost force (and that daily decreasing) that I could have brought into the field, after providing for the occupation of Walcheren and South Beveland, would have amounted to about twenty-three thousand infantry and two thousand cavalry. Your lordship must at once see, even if the enemy's force had been less numerous than represented, after the necessary detachments to observe the garrisons of Bergen-op-Zoom and Breda, and securing our communications, how very inadequate a force must have remained for operations against Lillo and Lieftenshoeik, and ultimately against Antwerp; which town, so far from being in the state which had been reported, is, from very correct accounts, represented to be in a complete state of defence; and the enemy's ships had been brought up and placed in security, under the guns of the citadel.

Under these circumstances, however mortifying to me to see the progress arrested of an army, from whose good conduct and valour I had every thing to hope, I feel that my duty left me no other course than to close my operations here; and it will always be a satisfaction to me to think, that I have not been induced lightly to commit the safety of the army confided to me, or the reputation of his Majesty's arms. It was an additional satisfaction to me to find that the unanimous opinion of the lieutenant-generals of this army, whom I thought it right to consult, more out of respect to them, than that I thought a doubt could be entertained on the subject, concurred entirely in the sentiments I have submitted to your lordship.

I am concerned to say, that the effect of the climate at this unhealthy period of the year, is felt most seriously, and that the number of sick already is little short of three thousand men.

It is my intention to withdraw gradually from the advanced position in this island, and sending into Walcheren such an additional force as may be necessary to secure that important possession, to embark the remainder of the troops, and to hold them in readiness to avail his Majesty's further commands, which I shall most anxiously expect.

I have the honour to be, &c.

CHATHAM.

Rear-admiral Sir Alexander Cochrane has transmitted to the Hon. William Wellesley Pole, a letter from Captain Pigot, of his Majesty's ship the Latona, giving an account of his having, on the 18th of June last, captured la Felicité, a French frigate, pierced for forty-two guns, but having only fourteen of her main-deckers mounted, and one hundred and seventy-four men on board. She had left Guadaloupe, in company with another frigate, bound to France with colonial produce. Her consort escaped through superior sailing, after a long chase by his Majesty's sloop Cherub.

SEPTEMBER 12, 1809.

Copy of a Letter from Vice-admiral Sir James Saumarez, Bart. and K. B. &c. to the Hon. W. W. Pole, dated on board the Victory, off Nargen, the 27th August, 1809.

SIR,

Herewith I enclose, for the information of the Lords Commissioners of the Admiralty, a letter from Captain Marshall, of his Majesty's sloop Lynx, detailing the particulars of the capture of three of the enemy's lugger privateers, by the Monkey, gun-brig, and the boats of that sloop, in which great praise is due to Lieutenant Fitzgerald, commanding the Monkey, for his judicious management of that vessel, as also to Lieutenant Kelly, and the officers and men employed in the boats of the Lynx.

I have the honour to be, &c.

JAMES SAUMAREZ.

His Majesty's Sloop Lynx, off Dais Head,
August 13, 1809.

SIR,

I have the honour to inform you, that yesterday, on my way to resume my station, his Majesty's gun-brig Monkey in company, (after leaving the Melpomene's convoy) I saw a Lugger to the S. E. to which I gave chase, and on standing in shore discovered two others, who immediately weighed and anchored within the Reef off Dais Head, where the other joined them and drew up in a line, hoisting Danish colours, the larger one with springs on her cable. The water being too shoal to enable the Lynx to get within gun-shot of them, at four P. M. I ordered Lieutenant Fitzgerald, in the Monkey, with the Boats of the Lynx under Lieutenant Kelly, first of the sloop, to attack them. On the approach of the brig, the luggers opened their fire on her, which was not returned till she anchored about half-gun-shot from them, (just at which time she took the ground, but was got off without damage) and after two broadsides, the luggers cut their cables and run on shore, where they attempted to scuttle them; but by the well-directed fire of the carronade in the launch, they were instantly driven out of them, boarded, and their own guns turned on them before they were enabled to do them much injury, and by five o'clock this morning the whole were afloat again. The enemy once or twice attempted to annoy our people with musketry, but they were instantly dispersed by the marines of the Lynx.

To Lieutenant Fitzgerald, of the Monkey, great credit is due, for his conducting that brig through a very intricate channel, with the wind on shore, and for the very judicious manner in which she was placed. To Lieutenant Kelly, and the officers and men in the Lynx's boats, great credit is due; and it gives me particular satisfaction in adding, this little piece of service has been performed without a single man being hurt on our part. Before the Danes quitted the largest lugger, they placed a cask of powder close to the fire place, with the evident intention of blowing the vessel up, and as it was not discovered till some time after she was taken, the escape was most providential: this disgraceful mode of warfare should be known, to be guarded against.

I have the honour to be, &c.

J. W. MARSHALL.

Sir J. Saumarez, Bart. Vice-admiral, &c.

Luggers' Names.

Captain Jepen, pierced for 10 guns, 4 guns and 4 howitzers mounted, and 45 men; 2 howitzers thrown overboard.

Name unknown, 4 guns and 20 men.

Speculation, 3 guns and 19 men; 2 guns thrown overboard.

N. B. Number of men known from the master of the lugger, taken by the Standard.

Vice-admiral Sir James Saumarez has transmitted to the Hon. W. W. Pole, a letter from Lieutenant William Wells, commanding the Idas (2) hired cutter, giving an account of his having captured the Danish cutter privateer Flora, of six guns and thirty men, about nine miles from the Scaw. She had been six weeks out from Copenhagen, and had made but one capture, a Danish vessel, that had been previously taken by his Majesty's sloop Alert, and which was also recaptured by the Idas.

SEPTEMBER 16, 1809.

Copy of a Letter from Vice-admiral Whitshed, Commander-in-chief on the Coast of Ireland, to the Hon. William Wellesley Pole, dated at Cork, the 8th Instant.

SIR,

I transmit herewith, for the information of the Lords Commissioners of the Admiralty, the copy of a letter that I received from Captain Worth, of his Majesty's sloop Helena, stating his having captured, on the 1st instant, in latitude 45 deg. 0 min. N. and longitude 8 deg. 10 min. W. le Jason, French lugger privateer; and I have to acquaint you, that le Jason arrived at this port last evening. I have the honour to be, &c.

JAMES H. WHITSHED,
Vice-admiral.

SIR, *Helena, at Sea, September* 1, 1809.

I have the honour to acquaint you, that his Majesty's sloop under my command, captured this afternoon le Jason French lugger privateer, (pierced for ten guns and forty-four men, from Bayonne, twenty-one days, not made a capture) after a chase of seventy miles; she threw her guns overboard except two. Her capture was fortunate, as she would have intercepted the packet, which I crossed during the chase, and answered her private signals; suppose her to have been from Lisbon.

I have the honour to be, &c.

J. A. WORTH.

Vice-admiral Whitshed, &c. Cork.

SEPTEMBER 19, 1809.

Copy of a Letter from Vice-admiral Sir John Borlase Warren, Bart. and K.B. Commander-in-chief of His Majesty's Ships and Vessels on the Coast of North America, to the Hon. William Wellesley Pole, dated at Halifax, the 14th August, 1809.

SIR,

I have the honour to enclose, for their lordship's information, the copy of a letter from Captain Mounsey, who arrived here on the 1st instant, in la Bonne Citoyenne, with la Furieuse French frigate, her prize, having struck to the British colours, after an action of six hours and fifty minutes, an event which has added fresh lustre to his Majesty's arms, and will, I trust, entitle the officers and ship's company of la Bonne Citoyenne to their lordship's favour. I have the honour to be, &c.

JOHN B. WARREN.

His Majesty's Sloop Bonne Citoyenne, Halifax,
SIR, *August* 1, 1809.

I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that on the 18th day of June, having sailed from Spithead, in company with his Majesty's ship Inflexible and the Quebec trade, on the 2d of July, in latitude forty-four degrees north, longitude twenty-seven degrees west, I had the misfortune to lose sight of the convoy in reconnoitring a strange suspicious sail astern, and by traversing between the parallels of forty-three and forty-four degrees north, edging to the westward in proportion to the distance I supposed they would sail with such winds, in order to regain the fleet; I had the good fortune, on the 5th, at three P.M. in latitude forty-three degrees forty-one minutes north, and longitude thirty-four west, to fall in with a French frigate in the act of taking

possession of a large English merchant ship, which they shortly relinquished on our approach, and steered to the northward under a press of sail. Finding they did not answer the private signal, I immediately bore up in pursuit, and, after a chase of eighteen hours, at twenty-five minutes past nine A.M. on the 6th, had the satisfaction to lay his majesty's sloop alongside within pistol-shot of the enemy, who had brought to, to engage us.

A brisk cannonade with round and grape immediately commenced, and the combat continued with unabated fury, gradually closing, until sixteen minutes past four P.M. when our powder being nearly all expended I determined to carry her by boarding with all hands, and at the instant of laying her aboard for that purpose, they called out, they had surrendered, and struck their colours to his Majesty's sloop. Thus ended a conflict obstinately maintained for six hours and fifty minutes, during which the enemy fired away more than seventy broadsides, whilst his Majesty's sloop not less sparing, discharged one hundred and twenty nine destructive broadsides, alternately from the starboard and larboard sides, as circumstances would permit me to change her position with advantage, so as to avoid the necessity of slackening our fire from the guns being over heated. Three of which were dismounted and rendered useless early in the action.

She proved to be la Furieuse, a French frigate of the largest class, that escaped from the Saintes on 1st April, commanded by Captain Le Maout Ker Daniel, pierced for forty-eight guns, but having only twelve forty-two pound carronades and two long twenty-four pounders on the main-deck, with six of smaller calibre; forty soldiers at small arms, her full proportion of officers, and a complement of two hundred men, besides the colonel, two lieutenants, and a detachment of the 65th regiment of the line; partly loaded with sugar and coffee, and sailed from Basse Terre the 14th June, bound to France; is seven years old, and sails very fast.

After a hard contested action a most arduous duty still remained to be performed. On taking possession we found the frigate in a most perilous state, with fourteen shot-holes between wind and water, and five feet water in her hold. Her topmasts, and all her yards (except the cross-jack and spritsail) shot away, and her lower masts so badly wounded, as to render it almost impossible to prevent them from falling, with more than seventy men killed and wounded, whilst his majesty's sloop was reduced to a mere wreck, having all her lower masts badly wounded in several places, as well as the fore and main-topmasts and mizen-topmast shot away, nearly all the standing and every part of the running rigging, sails, boats, &c. cut to pieces. After securing the prisoners (the weather being very favourable during the night), by the exertions of Mr. Sandom, second lieutenant, and Mr. Atwater, the carpenter, several of the most dangerous shot-holes were stopped, so as to enable them to keep the ship free: but all their efforts to save her masts proved ineffectual, as the main and mizen-masts went over board the next day, leaving the bare foremast standing, wounded in three places.

The indefatigable exertions of every officer and man in the Bonne Citoyenne in fishing and securing her masts, so as to be able to take the frigate in tow, and surmounting every other difficulty, merits my warmest praise and admiration; and I feel highly gratified in reporting to their lordships, that nothing could exceed the animated zeal and unwearied intrepidity of the officers, seamen, and royal marines, whom I have the honour to command, in a contest with an enemy apparently of so great a superiority of force; and I beg particularly to mention the able assistance that I received from Mr. Symes the first, Mr. Sandom the second lieutenant, and Mr. Williamson the master, which contributed greatly to the success of the action; Mr. Scott the purser, Mr. John Black and Mr. M'Auley, passen-

gers, in the handsomest manner volunteered their services, assisted at the guns, and wherever they could make themselves most useful; and Mr. Stewart, the surgeon, deserves much praise for his humanity and great attention to our own as well as the wounded prisoners: indeed the patience with which all hands have borne the extreme fatigue and privation of being constantly on deck for twenty five days and nights, does them infinite credit, and urges me to so long a detail.

Thus circumstanced, I was induced to make the best of my way to this port, where I arrived with the prize on the 1st instant. The Bonne Citoyenne requiring three lower-masts, top-masts, &c. to enable her to proceed in the prosecution of their lordships' orders.

I have the honour herewith to inclose a list of the killed and wounded, and I am happy to say our loss has been inconceivably small, which I can attribute only to the lowness of the Bonne Citoyenne's hull, and being so close under the enemy's guns.

I have the honour to be, &c.

W. MOUNSEY.

A List of the Killed and Wounded on board his Majesty's Sloop Bonne Citoyenne, William Mounsey, Esq. Commander, in the Action with La Furieuse, on the 6th July 1809.

William Pokes, seaman, killed; Jacob Anderson, seaman, badly wounded; Robert Carr, seaman, ditto; Robert Lawrence, seaman, ditto; William Gordon, seaman, ditto; Richard Chapman, marine, ditto.

W. MOUNSEY, Commander.

Killed and Wounded on board the Furieuse.

2 quarter-masters, 27 seamen, and 6 soldiers killed.

The first-captain, 2 lieutenants, 3 midshipmen, 4 cannoniers, 19 seamen, 1 lieutenant of artillery, and 7 soldiers dangerously wounded.

Total killed and wounded—71.

W. MOUNSEY, Commander.

ADMIRALTY-OFFICE, SEPT. 16.

Notice is hereby given, that his Majesty's gun-brig Minx, which had been stationed off the Scaw Reef, for the purpose of exhibiting a light, is reported (by a letter received this day from Captain Thicknesse of his Majesty's sloop Sheldrake), to have been captured by a division of the enemy's gun-boats, on the evening of the 2d instant.

W. W. POLE.

SEPT. 23.

Copy of a Letter from Captain M'Kinley of His Majesty's Ship the Lively, to Vice-admiral Campbell, dated off Beachy Head the 18th Instant, and transmitted by the latter to the Hon. W. W. Pole.

SIR,

At day-light this morning a lugger was discovered in the south-east, and his Majesty's ship Iris east, and Plover S.S.W. and the three ships joined in the chase; by the great exertions of that indefatigable officer Captain Brown, of the Plover, he got alongside of her at seven o'clock, when she struck, and proved to be the new French lugger privateer Aurore, of 16 guns, commanded by M. Briganda, and manned with sixty-nine men, (three of whom are wounded), from Fecamp yesterday, and had made no capture.

I have the honour to be, &c.

GEORGE M'KINLEY.

Promotions and Appointments.

ADMIRALTY-OFFICE, OCT. 25.

This day, in pursuance of the King's pleasure, the following flag-officers of his Majesty's fleet were promoted, viz.

Admirals of the White, William Peere Williams, Esq. Sir John Colpoys, K. B. to be Admirals of the Red.

Admirals of the Blue, Isaac Prescott, Esq. Thomas Spry, Esq. Sir John Orde, Bart. to be Admirals of the White.

Vice-admirals of the Red, John Thomas, Esq. James Brine, Esq. Sir Erasmus Gower, Knt. John Holloway, Esq. George Wilson, Esq. to be Admirals of the Blue.

Vice-admirals of the White, Henry Savage Esq. Bartholomew Samuel Rowley Esq. Sir Richard Bickerton, Bart. George Bowen Esq. to be Vice-Admirals of the Red.

Vice-Admirals of the Blue, Sampson Edwards, Esq. George Campbell, Esq. Henry Frankland, Esq. Arthur Phillip, Esq. Sir William George Fairfax, Knt. to be Vice-admirals of the White.

Rear-admirals of the Red, John Child Purvis, Esq. Theophilus Jones, Esq. William Domett, Esq. William Wolseley, Esq. John Manley, Esq. George Murray, Esq. John Sutton, Esq. Robert Murray, Esq. Hon. Sir Alexander Cochrane, K. B. John Markham, Esq. to be Vice-admirals of the Blue.

Rear-admirals of the White, John Wells, Esq. Richard Grindall, Esq. George Martin, Esq. Sir Alexander John Ball, Bart. Sir Richard John Strachan, Bart. and K. B. Sir William Sidney Smith, Knt. Thomas Sotheby, Esq. Nathan Brunton, Esq. William Hancock Kelly, Esq. John Schank, Esq. Hon. Michael de Courcy, to be Rear-admirals of the Red.

Rear-admirals of the Blue, Davidge Gould, Esq. Sir Richard Goodwin Keats, K. B. Robert Devereux Fancourt, Esq. Sir Edward Buller, Bart. Hon. Robert Stopford, Mark Robinson, Esq Thomas Revell Shivers, Esq. Charles Cobb, Esq. Francis Pickmore, Esq. John Stephens Hall, Esq. John Dilkes, Esq. to be Rear-admirals of the White.

The undermentioned captains were also appointed flag-officers of his Majesty's fleet, viz.

Rowley Bulteel, Esq. William Luke, Esq. Isaac George Manley, Esq. John Osborn, Esq. Edmund Crawley, Esq. Charles Boyles, Esq. Sir Thomas Williams, Knt. Thomas Hamilton, Esq. Sir Thomas Boulden Thompson, Bart. George Countess, Esq. to be Rear-admirals of the Blue.

Captains, &c. promoted and appointed.

The Hon. William Wellesley Pole, secretary of the Admiralty, is appointed Secretary of State for Ireland; J. W. Croker, Esq. M.P. is appointed to succeed him as secretary of the Admiralty.

Rear-admiral Manley Dixon has hoisted his flag on the Baltic station.

Captain W. G. Skinner is appointed from the Goldfinch, to command the Trinculo sloop; Captain H. E. Reginald Baker to the Indefatigable, *vice*

J. T. Rodd; Captain C. Payne to the Cretan sloop; Captain C. Bateman to the Scipion; Captain Delamore Wynter to the Crave; the Hon. G. Proby to the Iris; the Hon. George Seymour, son of the late Lord Hugh Seymour, to the Manilla; Captain Patrick Tonyn to the Orpheus; Captain Richard Janvern to the Pandora; Arden Alderly to the Goldfinch; Alexander Gordon to the Diligence; Henry Hill to the Naiad; Thomas Dundas to the Africa; William Love to the Tisiphone; James Grant to the Thracian; James Lilburn to the Goshawk; Donald Campbell to the Espiegle; the Hon. George Cadogan to the Pallas; Alexander R. Sharpe to the Scout; Edward H. Columbine to the Crocodile; the Hon. William Walpole to the Circus; John Talbot to the Victorious; John Lambourn to the Petterell.

Captain Mounsey, of the Bonne Citoyenne, has been promoted to the rank of post captain; his seniority to take place from the date of the capture of the Furieuse.

Captain Hanchett, who so nobly signalized himself in the Raven, has also been promoted to the rank of post captain.

Lieutenant May, who brought home the despatches of the capture of Flushing, has been promoted to the rank of commander.

Graham Moore, Esq. brother of the late Lieutenant-General Sir John Moore, Bart. and K. B. has rejoined the Marlborough.

Lieutenant Crawford has been appointed to command the Pickle, *vice* Lieutenant Goodwin.

Lieutenants, &c. appointed.

David Hope to the Freya; George Spence, and Evelyn Norie, to the Trinculo; Andrew Duncan to the Dolphin; Henry Weekes to the Hesper; John Gardner (2) to the Woodlark; W. C. Hart to the Freya; John Molesworth to the Partridge; Francis Godenich to the Redpole; John Graves to the Argo; Andrew Crawford to the Pickle schooner; Francis D. Romney to the Gluckstadt; John Henry Servant to the Gannet; Lewis Maxey, and Newdigate Poyntz, to the Espiegle; Joseph Hitchins to the Echo; George Truscott to the Dryad; James Robertson to the Beagle; William Smith (6) to the Derwent; W. B. Watts to command the Bristol P. S.; Francis Sparrow to the Acasta; Henry Bird to the Desirée; John Green to the Mosquito; Timothy Major to the Gluckstadt; Thomas Arscott to the Marlborough; Charles Seward, and Robert Blakeney, to the Orpheus; Charles H. Bowen to the Foudroyant; Thomas Dickinson to the Rattler; Daniel Barber to the Dauntless; George Rogers to the Scipion; John Armstrong to the Valiant; John Lamb to the Iris; James E. Eastman to the Rolla; John Sutherland to the Freya; George R. Andrews to the Zephyr; Hutton Dawson to the Port Mahon; Thomas Greenwood to the Dreadnought; Charles Webb to the Illustrious; Samuel Sparshott to the Ganymede; Thomas Bradish, and Edward Hartley, to the Tyrian; John Ballantyne to the Chanticleer; Thomas Wilson to the Milford; Samuel Knight (1) to the Britomart; George French to the Bellona; Richard Harrison (2) to the Scylla.

Lieutenant Birchall is appointed to command the Batavia, H. S. at Woolwich.

Mr. Theophilus Lewis, second son of Colonel Lewis, second commandant of the Chatham division of royal marines, has been promoted to the rank of Lieutenant, and appointed to the Caledon, at the Cape.

List of midshipmen passed for lieutenants the first Wednesday in the present month:—

T. J. P. Masters, James Scott, John Arguimbau, Mark White, George F. Herbert, Peter M'Quhae, Dubois Smith, H. M. Fresteen, Thomas Bignell, Richard S. Simmonds, Thomas L. Wilkinson, Robert M. Cole, Benjamin Dickson, W. W. P. Johnson, Edward Palmer, Henry Nason, Hon. W. J. Napier, James F. Arnold, William M'Kenzie Godfrey, William Okes, B.W. Suckling, John Dewar, Edward Biddulph, George Pierce, Henry J. Hatton, John Henderson, John Flinn, Henry Ashworth, Edward Sutterthwaite, William Fletcher, Thomas Style, Richard Greenaway, Charles Hawkey, George Fortescue, and Joseph Banks.

Surgeons appointed, &c.

R. M. Cockerill to the Hesper; James Milligan to the Kent; John Bowen from the Amethyst to the Niemen; William Fleming to the Ganges; Thomas Heron to the Neptune; David Aitken to the St. Damaso P. S.; Robert Cupple to the Illustrious; John Mosgrove to the Scylla; A. B. Grenville to the Thracian; Henry Lewin to the Rinaldo; Isaac Ryall to the Glory P. S.; Richard Woodthorpe to the Kent; James Holbrook to the Rifleman; Andrew Johnstone to the Linnet; Alexander Baxter to the Thames; John Spence to the Crane; John Fisher to the Bellette; Patrick Walsh to the Wolverine; Francis Beale to the Bristol P. S.; Thomas Usher to the Princess Frederica; Richard Goodwin to the Namur; John Rose to the Royal Oak; Thomas Mant to the Bucephalus; William Aitken to the Vulture; David Lewis to the Albicore; Joseph Gasquet to the Amethyst; Jacob Farrington to the Narcissus; William Luryttan to the Bombay; Charles Leslie to the Sir Francis Drake; Patrick Walsh to the Rifleman; John Fisher to the Creton; John Todd to the Favorite; Thomas Kein to the Batavier H. S.; Alexander Dewar to the Courageux; William Stanbridge to the Indefatigable.

Assistant Surgeons appointed, &c.

Peter Grant to the Thames; Thomas Stewart to the Niemen; A. Dalziel to the Nymphen: Henry Ryan to the Tonnant; David Boyter to the Venerable: David Small to the Hyperion; Roderick Fraser to the Horatio; Thomas Woodward to the Inconstant; James Ray to the Active; John M'Arthur to the Virago G. B; John Ligars to the Euryalus; John Farley to the Locust G. B.; Joseph Parry to the Armide; I. L. Patterson to the Manilla; John Dove to the Basilisk Gun-brig; William Waddell to the Neptune; John Robertson to the Repulse; Joshua Dixon to the Abundance S. S.; William Gray to the Batavia as an assistant-surgeon and acting dispenser; Alexander Crigan to the Tromp H. S.; Robert Torbitt to the St. Domingo; Charles Reilly to the San Josef; John Frew to the Desirée; John Edgar to the Captain; Roger M'Manus to the Defender G.B.; Harrison Wilkinson to the Diana; David Gelletlie to the Lavinia; James Thompson to the Thalia.

BIRTHS.

At Portsmouth, the lady of Captain M'Leod, of a daughter.

On the 6th of October, at the Manor House, Lisson-green, of a son, the lady of Benjamin Tucker, Esq. late second secretary of the admiralty, and to the Right Hon. Earl St. Vincent.

Lately at Farley Hill House, Surry, of a daughter, the lady of the Hon. Captain Pierrepoint, R. N.

At the Admiralty, of a son, the lady of the Right Hon. Lord Mulgrave, first Lord Commissioner of the Admiralty.

MARRIAGES.

Lately at Anthony, near Torpoint, Captain Cookesley, of the Royal Navy, to Miss Nash, of the same place.

On the 11th of October, Rear-admiral Sir William Sidney Smith, K. S. and K. S. F. to lady Rumbold, widow of the late Sir George Rumbold, Bart. formerly Minister at Hamburgh.

At St. Augustin's Church, Bristol, Captain Joseph Spear, of the Royal Navy, to Miss Grace Grant, late of Hampstead, now of Upper Berkeley Place, youngest daughter of the late Captain Ludovics Grant, of Knockando, in the county of Murray, North Briton.

On the 1st of October, at Wapping, Richard Croker Pyne, Esq. Master in the Royal Navy, to Miss Pizzie, of Edmonton, Middlesex.

At Plymouth, Captain J. Tremaine Rodd, of the Indefatigable, to Miss Rennell, of Stoke.

OBITUARY.

On the 18th of October, at Lisson Green, within a fortnight of her *accouchement*, the lady of Benjamin Tucker, Esq.

Lately, at Hoxton, in the house of Messrs. Miles and Co. Lieutenant Thomas Errington, of the Royal Navy.

On board the Latona, returning from the West-Indies, Lieutenant Alexander Constantine Brompton, of the Royal Navy.

At Portsmouth, on the 16th of September, Major General Dugald Campbell, of the Royal Marines.

At Gibraltar-place, Chatham, on the 27th of September, sincerely regretted for her amiable qualities, the lady of Major Richard Lee, of the Chatham division of Royal Marines.

Lately was drowned at Weymouth, by a boat upsetting, belonging to the Royal Sovereign Yacht, Mr. Harry Burrard, only son of Lieutenant-General Sir Harry Burrard, Bart.

At Newick Park, Sussex, Sir Elijah Impey, Bart. father of Captain Impey, of the Royal Navy.

Lately, at Gibraltar, Captain Heppenstall, of His Majesty's sloop Kingsfisher.

In passing the Bar, at the capture of Senegal, in July, Captain Frederick Parker, of the Derwent sloop, and Mr. F. A. Sealey, of that vessel, were drowned by the boat being swamped.

Died, in consequence of wounds lately received in the Baltic, Lieutenant William Wilkins, of the Royal Marines, of the Minotaur; Mr. G. Carrington, Midshipman, of the Princess Carolina, Mr. F. Humble, clerk of the Prometheus, F. S. and Lieutenant James Callahan, R. N. of the Minotaur.

Lately, at his house in Pultney-street, Bath, aged 77, William Farr, M.D. of Iford, in Hants, who, for 49 years, was Physician to the Royal Hospital at Haslar and Plymouth.

JAMES HAWKINS WHITSHED ESQ^R

Vice Admiral of the Red Squadron

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MEMOIR OF THE PUBLIC SERVICES

OF

JAMES HAWKINS WHITSHED, ESQ.

VICE-ADMIRAL OF THE RED SQUADRON.

"Some monstrous billow now the vessel heaves,
Which seems a moment to surmount the waves;
When the wild prospect, far as sight may roam,
Is raging mountains interspersed with foam."

KIRKPATRICK'S *Sea-Piece.*

ADMIRAL WHITSHED is one of the numerous sons of the clergy who have risen to eminence in the naval profession. He is a native of Ireland; and his entrance into the service appears to have been rather a fortuitous event, than the result of premeditated choice. His father held a living, on which he resided, near Carlingford Bay, in the County of Louth. In the year 1773, the Ranger sloop of war accidentally arrived in the bay; and, in consequence of many hospitable attentions which Captain Jones, her commander, received from the Rev. Mr. Whitshed, he placed his son's name upon the books of that ship.

Young Whitshed continued at school till the following year, when he joined the Kent, of 74 guns, Captain Fielding; and, as she was a Sound ship, he profited by the opportunity of continuing his studies, under different masters at Plymouth, until the Kent, with all the guard-ships, was ordered to sea to join those from Portsmouth under the command of Admiral Douglas, for the purpose of exercising them for some weeks by cruising. A fatal accident at this time occurred, which must have struck a momentary terror into the breast of the young sailor. When sailing out of the Sound, in saluting the admiral, who had arrived in sight, the return of a wad from one of the weather guns, occasioned an explosion of powder which had been left on the poop. This produced a dreadful effect; killing and wounding forty-two men, and breaking fifteen of the poop and quarter-deck beams. By this accident the Kent was obliged to put back, and to be taken into dock for repairs.

Mr. Whitshed was soon afterwards sent on board the Aldborough, Captain Bennett, which was then going to Newfoundland; and, in a very short time after his arrival on that station, he was removed into the Canada schooner, commanded by Lieutenant (now Admiral) Sampson Edwards, as a more active situation. Whilst employed in cruising upon the coast, a very heavy and tremendous gale of wind drove the Canada from the anchorage which she had taken in one of the harbours. The ship was totally lost; and it was with some difficulty that the crew were saved, and conveyed in hired boats to St. John's. On reaching that port, without an article of any description belonging to him, Mr. Whitshed had the good fortune to find the Romney, Admiral Duff, in which he returned to England.

After a short stay in London, he went on board the Diamond frigate, Captain Fielding, who at that time (May 1776) was ordered to America, as commanding-officer of a convoy, with a large detachment of foreign and British troops.*

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* Some information respecting Captain Fielding may be acceptable to many of our readers; and, as it will in some measure illustrate a part of the early services of Admiral Whitshed, we shall insert the following notice, from CHARNOCK'S *Biographia Navalis*, Vol. VII. p. 391:—

"Charles Fielding was the second son of Charles, third son of Basil Fielding, fourth Earl of Denbigh, and third Earl of Desmond, in the kingdom of Ireland, by his lady, Hester, daughter to Sir Basil Firebrass, Knt. and Bart. He was brought up from a very early age to the sea service; but we have no account of the particular manner in which he was employed, till we find him promoted, on the 27th of August, 1760, to the rank of post-captain, and appointed to the Flamborough, of 20 guns. He continued in this ship but a very short time; nor do we know of any to which he was afterwards appointed, till the year 1762, when he was captain of the Unicorn, of 28 guns. We do not find him after the conclusion of the war, to have held any subsequent commission previous to the year 1770, when he commanded the Achilles, of 60 guns, under Vice-admiral Geary; who was then appointed the stationed flag-officer at Portsmouth. Soon as the prospect of a rupture with Spain passed away, Captain Fielding removed into the Rainbow, of 40 guns, a ship equipping for service at Chatham; a command which he retained nearly two years. On quitting it, he was promoted to the Kent, of 74 guns, a guard-ship at Plymouth; and continued in this ship during the usually allotted period. Early in 1776, he was appointed to the Diamond frigate, of 32 guns; and, in the month of May following, was ordered to America, as commanding-officer of the convoy sent thither with a large detachment of foreign and Bri-

Mr. Whitshed remained in the Canada, employed on a variety of services, till 1778 ; when, being at Halifax, he was appointed,

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tish troops. After continuing there some years, during a part of which time, particularly in 1778, he was commanding-officer at Halifax,* in Nova Scotia, he returned to England; and, at the end of the year 1779, having, after his arrival from America, been promoted to the Namur, of 90 guns, was sent out on a channel cruise, as commanding officer of a small squadron, consisting of six ships of the line, one of 50 guns, and five frigates or sloops of war, for the purpose of intercepting a Dutch merchant fleet and its convoy, reported to be laden with naval stores, bound to some of the enemies' ports. Captain Fielding fell in with the vessels he was in quest of, when, after some little altercation with the Dutch admiral, he surrendered himself to Captain Fielding, a few guns being fired by the British, as a proof they were serious in their determination to search the ships under his protection.

" Captain Fielding not long afterwards removed into the Minerva, a new frigate, on a large construction, carrying 38 guns, and supposed at that time the finest vessel of her class in the British navy.† He continued in the same ship till towards the end of the year 1781, when, after quitting the Minerva, he remained for a few months out of commission, till the Ganges, of 74 guns, one of the ships presented to the Government by the East India Company, was launched. Being then appointed to that ship, a circumstance which took place early in 1782, he was ordered to join the main, or Channel fleet; and accordingly proceeded with Lord Howe, in the month of September, to relieve Gibraltar. In the skirmish which took place with the combined fleets, on the 20th of October following, Capt. Fielding had the misfortune to be wounded in the arm, by a splinter: though the hurt was apparently slight, and no evil consequences whatever, were at first apprehended likely to ensue, such was his bad habit of body, that it turned to a gangrene, of which he died in a few weeks after his return to England. Few persons who have ever attained the rank of captain in the navy, appear to have been less fortunate in finding opportunities, either of enriching, or distinguishing himself; more especially when we consider, that from family connections, or some other cause, every attention to what was thought

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* " The greatest encomiums are paid him by Lord Howe, the commander-in-chief on the American station, for having ordered away from Halifax, the Raisonnable, of 64, and Centurion, of 50 guns, to reinforce the squadron under his Lordship, at New York, at the time of the Count D'Estaing's arrival on that coast with a French squadron."

† " He accompanied Vice-admiral Darby, and the fleet sent to the relief of Gibraltar, in the month of March, 1781; but is not otherwise mentioned, than as having been concerned in the contest with the Spanish gun-boats in Gibraltar Bay, and being, with other ships, despatched by the admiral, to reconnoitre the port of Cadiz."

by Captain Fielding, to a vacancy for a lieutenant, on board the Rainbow, commanded by Sir George Collier. On the arrival of Admiral Byron at Halifax, after his pursuit of the French squadron,* on the coast of America, his ships were in a very sickly state; in consequence of which, Sir George Collier made an offer of his ship's company to the admiral; and, as the offer was accepted, the Rainbow was rendered unfit for sea, and Mr. Whitshed resigned his acting order, and returned on board the Diamond. On arriving at New York, he found that Lord Howe had confirmed his appointment, as lieutenant; he therefore went back to Halifax; but, as his commission had not reached that place, he came to England in the Iris, and was appointed lieutenant of the Amazon, in which he remained until the nomination of Sir George Rodney to the command in the West Indies, at the close of the year 1779.† He was at that period sent on board Sir George's flag-ship, the Sandwich, and consequently participated in

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conducive, or likely to be so, to his interest, was paid by those who had the direction of the marine department at that time, far as was consistent with a due regard to the good, and the regulations of the service. His ill-fortune was more to be lamented, as he certainly possessed many of the requisites necessary to form a great and good officer. These qualifications, however, were in some degree alloyed by a saturnine disposition, increased perhaps by disappointment, and a more rigid enforcement of rules, which he connected as a part of the duty of an officer and a seaman, than was absolutely necessary to the maintenance of order, and proper discipline."

* In the early part of the year 1778, the hostile intentions of France had become apparent; and, in consequence of a discovery, that a strong squadron of twelve sail of the line, commanded by le Comte d'Estaing, had been equipped, and ordered to sail, as it was supposed, to America; Admiral Byron was appointed to command a squadron of nearly an equal force, to proceed to the same quarter, for the purpose of counteracting their influence. He sailed on the 9th of June; but, on the 3d of July, his squadron was attacked by a violent gale, and almost entirely dispersed. Admiral Byron, who had his flag on board the Princess Royal, of 90 guns, arrived alone off Sandy Hook, on the 8th of August; when he found that d'Estaing had got there before him, and had placed his squadron at anchor in such a station, as to prevent his getting either into New York, or Rhode Island. Admiral Byron consequently bore away for Halifax, which he reached in safety on the 20th, after having been chased for a short time by two of the enemy's line-of-battle ships.

† *Vide* Naval Chronicle, Vol. I. page 370.

the capture of the Carracas fleet,* and afterwards in that of Langara.†

After his arrival at Gibraltar, Mr. Whitshed was made master and commander in a vessel which was purchased into the service, in February, 1780. He followed Sir George Rodney's squadron to the West Indies; ‡ where, on the 18th of April following, he was made post in the Deal Castle, on the death of Captain St. John, of the Intrepid, who fell in the first action with de Guichen.§ The Deal Castle was left, with the Cameleon sloop of war, at Gros Islet Bay, St. Lucia, whilst Sir George Rodney took the fleet to America, during the hurricane months.‖ On the 5th of October (1780) these ships were both driven to sea; and the Deal Castle, without a stick standing, except her foremast, was cast on shore at Porto Rico on the 10th. The crew, excepting three, fortunately escaped upon rafts; and, after a detention of two months, they were sent to Tortola, where ships of war are but seldom seen.

The fatigues which Captain Whitshed had experienced now brought on a violent fever, under which he would probably have

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* *Vide* NAVAL CHRONICLE, Vol. I. page 372.

† *Ib.* page 373

‡ *Ib.* page 376.

§ *Ib.* 377. The Hon. Henry St. John, here mentioned, was the fifth son of John, tenth Lord St. John, of Bletshoe, and Elizabeth, daughter of Sir Ambrose Crowley, of Greenwich, Knt. and alderman of the city of London. He was born on the 1st of June, 1740; entered into the navy at an early age; was made lieutenant on the 15th of September, 1760; and post-captain on the 31st of August, 1762. In the following year, he was appointed to the Garland, on the home station; in 1766, he was ordered to America; in 1768, he returned to England; in 1770, he commanded the Edgar, of 60 guns, one of the ships equipped in consequence of the expected rupture with Spain; in 1771, he removed into the Raisonnable, one of the guard-ships at Plymouth; in 1777, he commanded the Torbay, of 74 guns, on the home station; in 1779, he was appointed to the Intrepid, of 64 guns; and, in the beginning of the year 1780, he was ordered to the West Indies, as convoy to a fleet of merchant vessels and store-ships. He arrived there a short time before the engagement took place between Rodney and de Guichen, on the 17th of April; in which, after behaving with the most distinguished gallantry, he was unfortunately killed, before he had completed his fortieth year. Captain St. John married Mary, the daughter of —— Schuyler, Esq. of New York, by whom he left a son, named Henry.

‖ *Vide* NAVAL CHRONICLE, Vol. I. page 382.

sunk, had not his old commander and friend, Captain Finch, of the Amazon, taken him to his house, out of a hut, in English Harbour. On his recovery, he went down to St. Eustatia, where he found Sir George Rodney; and, having passed the ordeal of a court martial, for the loss of the Deal Castle, he came to England, in a packet, with despatches from the admiral, and was appointed to the Ceres, then building at Liverpool, in 1782.

In the Ceres, Captain Whitshed proceeded to America, with Sir Guy Carleton, the military commander-in-chief; whom he landed, after a passage of twenty-one days. The Ceres remained in America until the final evacuation of New York; when (in December 1783) she returned to England, with Sir Guy Carleton; and, in Febsuary, 1784, she was paid off.

After a very short stay on shore, Captain Whitshed took the command of the Rose, which had been intended for the Mediterranean, but was subsequently ordered to Leith, where she remained till 1785, and was then put out of commission.

The wisdom of a friend and near relation, to whom Captain Whitshed had been indebted for his rapid promotion, induced him to profit by the moments of leisure, which, for the first time in his life, now offered themselves, to make up, in some degree, the deficiency of his education; a deficiency which, though unavoidable, from his early entrance into the service, he had very seriously felt. He accordingly took lodgings at Oxford, and, for a considerable time, attended all the courses and lectures in astronomy and other branches of philosophy; in addition to which, he had the satisfaction of cultivating the acquaintance of, and receiving instructions from, Professor Hornsby, at the Observatory.

These pursuits, with occasional visits to his parents, occupied his time until 1789. In the course of that year, he and Admiral Bentinck took a journey through Holland, to Hamburgh and Lubeck, and thence, by sea, to Revel; whence, after having been on board of, and at sea with, the Russian squadron, they proceeded by land to St. Petersburgh. They stayed three or four weeks in that capital, and then returned, in a merchant vessel, to Copenhagen, where they also for a short time, took up their residence. They afterwards crossed the Belts, went back to Hamburgh, and then, by the Hague, returned to England.

At the period which we have now reached, the French Revolution had commenced; and as the meeting of all the delegates at Paris, from every part of France, to witness the oath which the National Assembly and the King were to take to the Constitution, was a sight not likely to occur again; Captain Whitshed embraced the opportunity of accompanying a noble friend to the capital of what is vainly termed "the most polished nation in Europe." From Paris, after seeing all that was to be seen of the ancient system, and of the newly organised modes of government, he returned to England.

Captain Whitshed, however, meditated another trip to the Baltic; and, for that purpose, he and Admiral Bentinck built a little vessel, in which they proceeded, by the Texel, through Great Friesland, to Hamburgh.

Upon the misunderstanding between this country and Russia, in 1791, he was to have commanded one of the ten frigates which were intended to lead the English fleet, under Lord Hood,* through the Great Belt, up the Baltic; but, as an amicable adjustment was effected, his services were not required.

On the commencement of the war with France, a great number of line-of-battle ships were put into commission; and, at that time, Captain Whitshed was appointed to the Arrogant, of 74 guns, on the home station. About the year 1795, he was removed into the Namur, of 90 guns, then fitting for foreign service; in 1796, he was employed in cruising with the Channel fleet; in January, 1797, he sailed with Rear-admiral Parker, to join Sir John Jervis, in the Mediterranean; and, on the 14th of February, in that year, he had the satisfaction of participating in the glorious victory off Cape St. Vincent; † on which occasion, the Namur had two men killed, and seven wounded. Captain Whitshed, in common with the rest of the officers of the fleet, received the thanks of Parliament, and was presented with a gold medal, for his services on that memorable day.

Captain Whitshed continued to command the Namur, in the Mediterranean, for some months after the victory of St. Vincent;

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* *Vide* NAVAL CHRONICLE, Vol. II. page 24.

† *Ib.* Vol. IV. page 34, *et seq.*

and, on his return to England, he was appointed to the Formidable, of 98 guns, in which he remained until the promotion of flags, on the 14th of February, 1799, when he was advanced to the rank of rear-admiral of the white squadron.

He soon afterwards hoisted his flag on board the Queen Charlotte, of 110 guns (vacant by the death of Sir Charles Thompson); appointed Captain Paget his captain, and proceeded to Lisbon, with four other line-of-battle ships, and two frigates, to reinforce Lord St. Vincent.—On the escape of the French fleet from Cadiz, Rear-admiral Whitshed returned to England in the Barfleur, with Lord Keith, and joined the Channel fleet. He then shifted his flag into the Temeraire, in which he remained till the month of July, 1801, when he was appointed to succeed Sir William Parker in the command on the Halifax station.

In consequence of the treaty of Amiens taking place, soon after this appointment, Admiral Whitshed resigned it.—On the recommencement of hostilities, in 1803, he was sent to Ireland, for the purpose of arranging the naval defence of that country. He remained there till the removal of Lord Gardner to the Channel fleet, in the spring of 1807, when he succeeded him in the command on the Irish station, which he still holds.

On the 23d of April, 1804, he was made vice-admiral of the blue squadron; on the 9th of November, 1805, vice-admiral of the white; and, on the 28th of April, 1808, vice-admiral of the red.

NAVAL ANECDOTES.
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

DETERMINED COURAGE OF LIEUTENANT ROWE.

LIEUTENANT ROWE, commander of his Majesty's gun-brig Censor, who so gallantly distinguished himself on the occasion here noticed, has been twelve years a lieutenant, always employed on the most active service, and remarked for his general good conduct. Early in August last, he received intelligence of the enemy's design to send thirteen gun-vessels from Delfzyl to Flushing, and thought of frustrating their designs by cutting

them out in the night; and, in consequence, on the afternoon of the 19th, proceeded in the boats of the Censor and Brudagaren, with 50 men, but on their arrival, had the mortification to find that the flotilla had sailed. He then determined to storm the fortress, in which he was gallantly seconded by Lieutenant Dobson, commanding the Brudagaren, who volunteered his services upon the occasion. The natural obstacles which existed prevented their landing nearer than seven miles from the town, owing to a great surf beating against the piles, and a strong wind blowing dead upon the shore: the landing was effected about half an hour after sun-rise. It being broad day-light when they entered the fortress, they were only able to spike the guns of its principal bastion, consisting of four long 24-pounders, making a serjeant of artillery and his guard prisoners: by that time the garrison, consisting of 350 men, were upon the alert, which made it necessary to retreat; this was effected under a galling fire from the soldiery, which was maintained until our brave tars reached their boats, which they had to launch through the mud about a quarter of a mile, without the smallest loss on our side.

NELSON'S STATUE AT BIRMINGHAM.

A STATUE of Lord Nelson, erected in Birmingham Market Place, by Westmacott, was opened to the public on the day of Jubilee, October 25, 1809.

As soon as the hour of 12 had closed the preceding day, the whole of the covering and scaffolding was removed; the bells of the different churches commenced their peals, and thousands of spectators assembled round the Statue.

The deceased hero is well represented in bronze, standing on a marble pedestal, his left arm reclining on an anchor, over which is thrown a ship's sail; part of the head of a vessel, with various naval devices, are on his right. The pedestal is of marble, in front of which is the simple inscription:—

THIS STATUE,

IN HONOUR OF

ADMIRAL LORD NELSON,

WAS ERECTED

BY THE

INHABITANTS OF BIRMINGHAM.

A. D. MDCCCIX.

On that part of the pedestal which faces into High-street, is seen the Genius of Britain, lamenting the loss of her favourite Hero, surrounded by Genii, one of whom bears a trident, and another the rudder and tiller of a ship.

BELL-ROCK LIGHT-HOUSE.

THE Light-house on the Bell-Rock, at the mouth of the Frith of Forth, for the construction of which a considerable sum has been granted by Par-

iament, is already upwards of 20 feet high; and as every difficulty has been overcome, there is no doubt that in two seasons more it will be completely finished. It is built upon the principles of the Eddystone, but spreads out more at the base, which is 42 feet diameter, and will be 116 feet in height, which is 23 feet higher than the Eddystone.

SHIP-BUILDING AT CALCUTTA.

THE following statement bears the date, Calcutta, November 1808:—

"As an additional instance of the flourishing state of the ship-building at this presidency, we have the pleasure to announce, that on Monday last the silver nail was driven by the Honourable the Governor, in the presence of a number of respectable spectators, on the occasion of laying down the keel of a twelve hundred ton ship, intended for the mercantile service of the Honourable Company. The name bestowed on this new ship is the Charles Grant, and there is no doubt she will do honour to the ascertained abilities of Jemsetjee, the master-builder, who is thus carrying on in the same dock-yard the construction of two ships of the largest description, one for the King, and the other for the Company.—A very fine frigate, we understand, is now on the stocks at Penang, and in a state of such forwardness, that it is expected she will be launched early in the ensuing year. She rates 36 guns, and is to be named the Malacca. A 74 is lately launched.

SEAMEN'S WILLS.

THE following abstract of the Act of 49 Geo. III. c. 98, respecting Seamen's Wills, will be found deserving of attention:—

Wills executed by seamen in naval hospitals, or sick quarters abroad, shall be good, provided they are made revocable, and attested by the surgeons.

Seamen sent home in transports, sick, may execute wills revocable, to be attested by the master and mate.

No wills of persons, made previously to entering, shall be held to be good, unless executed and attested according to the provisions of former acts.

Letters to and from the inspector of seamens' wills to be free of postage; sending any thing therein, other than on business, 100l. penalty, and, forging his hand, felony, without clergy.

Petty officers, seamen, and marines, may allot a part of their pay for the maintenance of their children; or to a father, being a widower, and wholly unable to maintain himself, which allotments may be revoked.

No proctor shall in future deliver any letter of administration, or probate, to any person but the treasurer, or paymaster of the navy, on the pain of 100l. and if any agent shall pay any prize-money, due to a deceased petty officer, seaman, or marine, under any other authority than the check directed by former acts, it shall be void, and such agent shall also forfeit a sum equal to the amount, to Greenwich Hospital.

PRETENDED FRENCH ANALYSIS OF CONGREVE'S ROCKETS.

THE following account of these celebrated Rockets is taken from a late Report, given in the *Moniteur*, and made to the French Society of Encouragement for National Industry, by Mr. Gay Lussac, in the name of the Committee of the Chemical Arts :—

" This rocket was delivered to me by the secretary of the society, begging me to determine the nature and proportions of the substances of which it is compounded. I examined it, and have now the honour to present to the society the results which I obtained.

" The rocket which I examined was not entire ; it was about three decimetres in length, and its internal diameter did not exceed a centimetre. The wrapping consisted of leaves of brown paper, rolled over each other, and it was covered at the extremity with a layer of oil paint, to prevent the damp from penetrating it. The inflammable matter which it contained had a grey, yellowish colour, and small particles of brimstone were distinguishable in it. When set on fire, it burned with a vivid flame, of about a decimetre and a half in height, and exhaling a very strong smell of sulphureous acid. The duration of the combustion of the rocket, for a length of three decimetres, is between ten and twelve minutes.

" Having pounded the inflammable matter, I took of it 30 gr. 78, and I tried them by water ; the matter, which was not dissolved after several washings, weighed 7 gr. 690, and was a mixture of brimstone and charcoal. I tried the mixture by caustic pot-ashes; in this manner I obtained 0 gr. 504 of charcoal, and subtracting this weight from that of the mixture, I concluded that of the brimstone, so that the matter of the rocket is compounded, in a hundred parts, of

75,0 nitre,
1,6 charcoal,
23,4 brimstone.

100

" Having thus determined the nature and proportion of the elements of the rocket, I tried to make one exactly similar ; for this purpose I took a small stick of a centimetre in diameter ; and I rolled round it a leaf of brown paper impregnated with a little paste. I afterwards drew out the stick, and when the wrapping was dry, I closed it at one of its extremities, with a cork which I forced into it. The wrapping being thus prepared, I made a mixture in the proportions which I have just stated, and having made a very hard paste of it with a little water, I put it into the wrapping, pressing it down with a musket ramrod. When the desiccation of the mixture was effected, I set fire to it, and it exhibited exactly the same phenomena as the English rocket. It burned in the same manner with deflagration, and in the same time. The society may convince themselves of it by the one which I have the honour to present to them.

(Signed) " CL. ANTH. COSTAZ, Secretary Adjunt."

(A true Copy.)

In answer to the above, the *Times* newspaper has published the following statement:—

An extract from the Moniteur, containing a pretended Analysis of the Congreve Rockets having been lately published in the English papers, we are happy to be enabled to state from authority, that anxious as the French are to make the world believe they possess the secret, their own account most completely gives the lie to the assertion contained in it, without the necessity of any exposure of the real art, and clearly proves that they have never yet had one in their possession.

Thus, the Rocket they pretend to have analyzed, is said to have been made with "*brown paper.*" Now we are authorised boldly to assert, that the Congreve Rocket is absolutely made of *no such material, nor any thing like it.* So the diameter of this rocket is stated to be one centimetre, but the *smallest* of our war rockets *is more than ten times that diameter.*

The French Chemist pretends also to give an analysis of the composition, and a description of its properties. Now there happens to be two sorts of composition in the true rocket, with *essentially different properties.* He has unfortunately given *only one*, and to that has actually attributed the property of the *other*, which he has not discovered, for it contains at least *ten* ingredients instead of *three*, as assigned by his analysis. But the fact is —1st. *That it is absolutely impossible to ascertain how the peculiarly powerful effect of these rockets is produced, either by analysis or by inspection.* And 2d. That there *is this singular advantage* in the existing principle of the weapon, *that the very act of firing it against the enemy of necessity destroys all that it could be important for him to know*, nor can it reach him, *but by the very obliteration of its secret powers;* so that the art of making these destructive machines is not only *ours exclusively* at present, but is guarded against future discovery by the two properties above-mentioned, which are peculiar to this weapon.

Nevertheless, it is not pretended that the secret may not ultimately develope itself to a Frenchman, as it has done to the inventor of it in this country; but we repeat, that it will not be by any such process as that which the French Chemist has instituted, or by analysis at all; and that therefore all the direct and ordinary clues of discovery are in this case entirely cut off. If, indeed, M. Lussac, who seems so ambitious of *assaying* the powers of this weapon, had thought fit to have *made the experiment of them* during the late bombardment of Flushing, *or if he should feel so disposed on any similar occasion hereafter*, he might possibly perceive the error of some of the items of his Report; but we can assure him, he would still be no nearer the mark of actual discovery.

In this mystery, therefore, we shall leave our enemies, and in the mistaken notion of their acquisition, rejoicing thus to have been enabled to *confute the falsehood*, without *betraying the truth;* and to assure the public, that the real art of constructing this powerful weapon is thus involved in such mysterious security. When indeed M. Lussac can make a rocket which will range *a mile and a half*, and which at that distance

possesses all the power of conflagration of the largest mortars, we shall then, but not till then, confess that he has discovered the secret of the Congreve Rocket.

PRESENT CONDITION OF THE DUTCH SETTLEMENTS IN THE EAST INDIES.

The following is the most recent information on this subject:—

Since the restoration of the Moluccas to the Dutch Government, at the close of the last war, great exertions have been made, at Amboyna in particular, towards improving the defences of the island. The depôt of naval and military stores has been removed from the harbour to the adjacent hill, where it has been strongly fortified; redoubts and batteries have been constructed on various points, particularly at the landing-places; and deep trenches have been cut all over the country, and covered over with grass and rubbish, for the purpose of entrapping any invading enemy. The European portion of the garrison at Amboyna did not, however, exceed four or five hundred men; and such was the detestation in which the Dutch Government was universally held by the natives, that the Buggess troops, which they had embodied and trained with considerable diligence, were considered as worse than inefficient. Indeed, the inhabitants of the neighbouring shores universally asserted, that if any hostile force were to appear, the Dutch Government could not subsist for an hour. The trade carried on from the Moluccas in Dutch bottoms was, as might be expected, nearly extinct. No spice ships had sailed for a length of time. The produce of the islands had lately been taken off, principally by Arab traders. A few ships likewise were in the custom of passing to and fro, with rice and every other necessary article of life, from Celebes. The supply of provisions is said to have been abundant. The Sultan of Tidore (the natural sovereign of the greater part of the Moluccas) is in a state of great distress and degradation, upon the Island of Geby, the easternmost of the Archipelago. He had been lately deprived of all his possessions and authority, both in Tidore and Gilolo, by the Dutch troops from Ternate, and was wandering about, with a few resolute, but defenceless adherents, anxious for an opportunity of revenge, but entirely destitute of arms, ammunition, and every other necessary means. The Dutch in the Island of Java have lately been engaged in pretty extensive hostilities with the chiefs of the interior. A strong detachment of Dutch troops from Samarang, which had been sent against the dominions of the King of Sooloo (one of the princes of the island), had been cut off to a man. Since the arrival of General Daendels at Batavia, considerable exertions had been made to recruit the military force of the colony, by levies of native troops. The chief Bally had just received a requisition from the Dutch Government, for an aid of 300 men, but he seemed very little disposed to obey it.

With the exception of a large armed brig, named the Mandarin, (formerly an American) and two smaller brigs attached to the Moluccas, not a single ship of war now bears the flag of Holland in the Indian Seas. Six South Sea whalers were at the Moluccas. They confined themselves exclu-

sively to the professed business of their voyages, and had found the Eastern Seas extremely productive.

The French national brig Courier, during a late cruise to the eastward, had touched at Magindanao, where she had delivered to the Chief of the Island a present from the Government of Mauritius, consisting of 6 pieces of brass ordnance, 50 barrels of gunpowder, and 50 stand of each description of small arms; and she afterwards conveyed a similar present to the King of Sooloo.

EXTRAORDINARY INSTANCE OF PERSEVERING COURAGE.

The following extract of a letter from Mr. Frazer Smith, late commander of the merchant ship Neptune, of Greenock, dated Lima, April 25, 1809, reflects a degree of credit upon the writer, and upon the brave fellows who served under him, that has scarcely ever been surpassed:—

"We had a tedious passage round Cape Horn, spoke an American whaler, and gave two broadsides to a Portuguese man of war, who we thought was a Frenchman. We put into several places along the coast of Peru without molestation, but one morning, as we lay at anchor in a creek, we saw a privateer standing right in upon us. We immediately hove the anchor up and prepared for action, and an engagement ensued that was kept up with great spirit for four hours. We were much hurt in our sails and rigging, but finding us too strong for him, he took advantage of his superior sailing, and left us. We got our damages repaired, and from that time (December last) till the 4th of February, we remained undisturbed. On that day, however, the said privateer paid us another visit, accompanied by the Hero, of London, a prize to her. Though these made two to one against us, I trusted to the strength of my metal, and to the courage of my crew, and I am happy to say, that in the result I was not disappointed.

"The firing began when we were within pistol shot of each other, and was continued with destructive effect during the whole of the action; they played on us with grape shot from their 24 pounders unmercifully, and would have swept away many of my brave crew, had they aimed more at the hull of the vessel; but their fire was directed chiefly to our sails and rigging, and I am sorry to say they were too successful in injuring those materials; indeed they rendered the vessel almost unmanageable. We, however, paid them back in their own way, and succeeded in bringing down the privateer's topmasts and yards.

"They stood out for upwards of four hours, but finding us too many for them, they put up their helms and set off, leaving us the field, though the victory was dearly bought, the vessel having suffered great injury, and four of my seamen were dangerously wounded. Since I came here I am told the privateer had 18 men killed, besides several wounded, which I readily believe, as our fire was directed lower than theirs, and their decks were crowded with men. We got our damages repaired as well as we could, and pursued the objects of my voyage; pretty confident that we should meet no further interruption. In this, however, I was unhappily mistaken, for on

the 20th of the same month I had a new and more powerful enemy to encounter. A large privateer, mounting 22 guns and 170 men, appeared in the offing, under an American flag. We soon saw he was an enemy, and found his neutral flag was intended to deceive us. We prepared to fight him at the same time that we endeavoured to avoid him; we perceived that he sailed well, and whenever I found that he gained on us, I gave orders to slacken sail, that we might the sooner bring on an action there was no avoiding. About midnight we were nearly alongside of each other, and immediately exchanged broadsides; the action then went on, supported on both sides by an incessant and destructive fire. After fighting for nearly three hours, neither of us could gain any ascendancy, and the pause that ensued between then and day-light was employed by both in repairing damages. At day-light we renewed the action, and fought desperately; still, however so unequally we seemed matched, neither could compel the other to yield, the daring attempts of the one being constantly defeated by the valour of the other.

"You will scarcely believe that we actually maintained this obstinate and long contest from Monday at midnight till Thursday at noon. The pauses that ensued between our numerous actions were employed by both in constantly preparing for a renewal of the combat, and no sooner had the one cleared away his wreck than he again manœuvred, and again renewed the work of destruction. At length my ammunition got low, and when we struck there was not another shot in the locker. My crew were worn out by excessive fatigue, for none of us slept an hour during our extraordinary contest, and we had little time to spare for food.

"Besides the loss of my vessel, I have to lament the fall of Mr. Aldissen, my chief mate, who was killed on the second day of the action; as well as this excellent young man, my boatswain, carpenter, gunner, and four valuable seamen, were also killed in the course of the action, and myself and nine of the crew wounded. When the flag that had day after day and night after night bidden defiance to the enemy, was at length struck, the vessel was an entire wreck, and literally knocked to pieces; our main-top-mast and main-yard shot away, all our sails battered to rags, and not a single shroud left standing.

"The Neptune has been condemned, and with her I have lost every thing; but I hope soon to make it up again, for I have now got such information of the trade of this extensive and rich country, as will be of the utmost benefit to me. The privateer that took me was once the Vulture, Captain Christie, of London; and though exceeding well armed and manne , was given up to a brig of three guns, without firing a shot; so that to this circumstance I may attribute my capture, and all that has followed."

REMARKABLE RE-CAPTURE OF THE BRIG ADVENTURE.

The following extraordinary statement is copied from a Waterford Newspaper:—

"On the 24th of December last, 1808, the brig Adventure, of Poole,

Edward Lisby, Master, the property, we believe, of Lidgard and Aldridge, of Poole, sailed from Liverpool, bound for Oporto, with a cargo of bale goods, staves, dollars, &c. to the value of about 16,000l. On the 28th of the same month, she was taken by the privateer Le Pluto, of St Maloes, and all her hands taken out, except one man, and a boy of nine years of age. Seven Frenchmen, including a Prize-Master, were put on board the Adventure to bring her into the nearest port in France. On the 2d of January following, a sail hove in sight, when the hero of our tale was forced into the cabin, and a sentinel placed over him to prevent his speaking. On being neared by this vessel, the Frenchmen on board the Adventure changed their dress, to make themselves appear like English seamen; and, on being hailed, answered, "Bound from Liverpool to Lisbon." The prisoner in the cabin, hearing it announced from the other vessel, that she was the cruizer letter of marque, from London to St. Domingo, and setting the danger of his situation at defiance, with the true spirit of his country, rushed out of the cabin, knocked down the sentinel with his fist—his only weapon! and wrested the helm from the Frenchman, whom he laid prostrate with another blow. Just as the prize-master, with a long knife attempted to run him through, he fortunately picked up a broomstick, which he applied so vigorously to his assailant's sword-arm, that he dropped the knife, which our veteran seized, but scornfully threw overboard, relying on his trusty broomstick to maintain the unequal contest. The whole crew had by this time rallied, and made a general charge, when the letter of marque, seeing the confusion on board the Adventure, and suspecting all was not right, sent a boat alongside, which arrived just in time to save our hero's life, as he was nearly overpowered.

"The Adventure was brought safe into Ramsgate, and an affidavit of the foregoing transaction was laid before Doctors' Commons. The ship and cargo are saved to the Underwriters; and William Phelan, mariner, the man who, at the age of 70, performed this atchievement, is now returned to Waterford, his native place, unnoticed!—unrewarded!!!"

GALLANTRY OF THE SICILIAN NAVY.

The following copy of an official letter, from Captain Maxwell, of the British frigate Alceste, to Rear-admiral Martin, places the gallantry of the Sicilian Navy in a very respectable point of view.

"*On board the Alceste, at anchor off Ischia, Aug.* 16.

"Sir.—I feel infinite satisfaction in informing you, that the pride and vanity of the present Usurper of the crown of Naples, were yesterday completely humbled by the bravery and good conduct of the Officers and crews of his Sicilian Majesty's navy.

"To account for their detention here, it is necessary to inform you, that subsequent to leaving this island, I was enabled, by the active assistance of Captains Palmer, Milford, and Purvis, to make arrangements calculated to impede the enemy's passage to this island, to his no small mortification and loss. The Usurper had given himself a great deal of trouble in collecting an immense number of gun-boats, which he was to review on the

15th; and on the 16th, as he promised his credulous subjects, he was to come here with his flotilla and squadron, to chase away the English, to take Ponza, and thence to pass over to Sicily. Several persons believed that he would do so, though I gave them my word as an English officer, that nothing of the kind would happen.

"On the 12th, I left here Captain MILFORD; being confident that he would not suffer the enemy to pass, and proceeded to Ponza, to solicit 10 gun-boats of Prince de CANOSA. He not only acceded to my request, but proposed to accompany me in person, with the *Vercne* and *Sirene* frigates, 12 gun-boats, and two bomb ketches, doing me the honour to say that every thing remained at my disposal. Captain ALMAGRO most cordially concurred in this determination, and immediately weighed anchor, joined me here on the 14th, and Prince CANOSA disembarked with 150 troops, and two field pieces. It was resolved, that the squadron should enter the bay, to witness the grand fête which was to take place at Naples on the 15th, in honour of BUONAPARTE's birth-day, leaving two gun-boats to guard the passage.

"Next day-break we observed the enemy's flotilla, consisting of one frigate, one corvette, and 60 gun-boats, anchored in a line under protection of the strong batteries which extend from Castello dell Ovo, to Paus'lippo, and secured with cables made fast on shore. In the course of the morning they fired a salute, hoisted their colours, and made a fine appearance; while we were becalmed at the distance of five miles.

"At three in the afternoon, the wind freshened; we stood towards them; and, in an instant, that splendid and formidable flotilla, fitted out with so much pains and expense, to take Ponza and Sicily, thinking itself insecure, even under the protection of those immense batteries, broke the line, and began to retreat towards the Mole. I made the signal for his Sicilian Majesty's gun-boats and bombs, who attacked in the most brilliant manner, while the three frigates covered them, and cannonaded the batteries; and the French frigate, though fastened with six cables to the Castello dell Ovo, was deserted by her crew at the very commencement of our attack.

"The firing continued three hours and a half; and persons who have left the city since the action, state, that seven gun-boats were sunk, and many more damaged, and that one of our shells killed three men close by MURAT. That, under such circumstances, when the people of Naples were to be entertained with a naval fête, the enemy's marine force should be attacked by a petty squadron, chiefly belonging to their lawful Sovereign, must undoubtedly afford pleasure to you and the Commander of the Cape. My only merit consists in having brought it here, and I hope that you will give an account to the Sicilian Court of its excellent conduct. I am much indebted to Prince CANOSA, for his prompt concurrence in my plan; to Capt. ALMAGRO, for his zealous co-operation; and Capt. INFANTE, for his admirable conduct in the attack.

"Though the enemy's red-hot shot and shells fell about us in great profusion, I have the pleasure to state that they did us no material injury whatever."

CORRESPONDENCE.

ROCKET SYSTEM.

LETTER IV.

"*Est quoddam prodire tenus si non datur ultra.*"

HORAT.

MR. EDITOR,

SINCE my last letter* an article has appeared in some of the public prints, extracted from a foreign source, and pretending to be the analysis or detection of, what I shall henceforth term, our CONGREVES by Buonaparte's *sçavants*. I was prompted to have made that the subject of this letter: but I have seen (in the Pilot † and other respectable newspapers) so satisfactory a *critique* of the French memoir that I need not digress farther from the historical task I have imposed upon myself, than to express the hope that F. F. F.'s philanthropy will urge him to address one of his homilies to the Parisian Institute, (for instance, through the medium of the *Argus*) upon the atrocity of pursuing such practical experiments as Citizen Gay Lusac's report announces. Because, although they may, and I devoutly hope will, not become masters of our secret, in such a case of *Lèze-Humanité*, "*Sat est voluisse.*"—In fact, had I not often witnessed the paralysing effects of fact opposed to declamation, I should be somewhat surprised at Mr. 3 F.'s fit of silence after his first display. However, much as one's vanity might find aliment in the retreat of an antagonist, I really could not help feeling some degree of self reproach for your sake, Mr. Editor, at being instrumental in checking the pen of one of those useful correspondents for a periodical work, who conscientiously give you in length what they want in depth. And, so saying, I shall resume the thread of the dry statement, broken off at the end of my last, hoping to wind it up in this, so as to permit me in my next to enter upon the use and advantages of the rocket system, as applicable to naval purposes in particular.

As an implement of conflagration there remains only to compare the Congreve-carcass with the *burning* powers of the bomb-shell (with it's terrors of *explosion* the Congreve does not pretend to measure). In the first place, the shell buries itself deeper in the ground than the spherical carcass; and consequently, though when it bursts the destruction is dreadful, still, except in the case of actually meeting with inflammable matter, the consequences are but momentary, and not continuous, as in the case of even the common spherical carcass. And supposing it otherwise, one cannot suppose that the scattering small lumps of the Valenciennes composition

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* Page 285.

† For both these documents see pages 363 and 364.

(none weighing more than 2 or 3 oz.) can accomplish more than a mass of 7 lbs. of the Congreve composition spreading itself like *lava*. I do not by any means assert, or wish to infer, that the laboratory composition does not occasionally succeed in producing conflagration; I only reason upon the probable and comparative effects of the two causes, under all the circumstances attaching to them.

But it may be said the explosion of a shell alone is sufficient to set fire to any house. Certainly it may do so: but a blast of powder must act upon something very inflammable indeed to be able to ignite it; even the V. composition will frequently be blown out of the shell unin flamed: nor is it to be supposed that such an addition would have been made, had the explosion alone been found sufficient: consequently the effect of the blast in any comparison is to be estimated at less than that composition. The fact is, however, that duration of time is required for the communication of fire; and by this rate therefore the general effect is to be calculated in both cases.

The expense of making a 32-pounder Congreve, comprehending case complete, cone, stick, composition of the different kinds, paint, and labour, may be estimated at a fraction less than 22 shillings.* This calculation includes that of the projectile force, which conveys it 3,000 yards. Let us now see what spherical carcasses cost according to the actual prices paid by contract for the articles supplied:—

	£.	s.	d.
A 10-inch carcass	0	15	7
Charge of powder for 3,000 yards	0	6	0
Cartridge, tube, &c.	0	1	0
	1	2	7
A 13-inch carcass	1	12	7½
Charge of powder as above	0	10	0
Cartridge, &c.	0	1	4
	2	3	11½

So that the Congreve, even in the present disadvantageous state of manufacture, costs less than the 10-inch, and not quite half so much as the 13-inch carcass; although from what has been already stated, it possesses more certain powers of conflagration than either. But the comparison does not end here—for to the charges already set down against the sphericals is to be added no trifling account for expense, and wear and tear of the mortar—mortar-bed—platform—and in certain cases of a ship of war expressly constructed for that service, with other almost endless *items* attached to the

* If the construction was more systematic, and elementary force used instead of manual labor, it is supposed that the expense might be lowered to less than 1*l.* *per* rocket.

use of them: whereas for land service the Congreve literally requires hardly any apparatus—but of this more hereafter.

The next thing to be considered is durability. I do not pretend to say that in this respect it surpasses its spherical brethren: but I have seen reports from an officer who was sent out with a quantity of them to the Mediterranean station, stating the following facts:—Several boxes were penetrated by sea water during the passage; some of the cases had been so wetted as to become rusty: on a trial however at Malta, made by order, and in the presence of the admiral commanding there (Sir Sidney Smith), still the range was 2,500 yards, and the weapon pierced a stone wall of the customary thickness used for fences on that Island. This seems to prove that it is by no means subject to be easily damaged in service. But suppose the rocket even to have received so much injury as to be rendered unfit for service, it must be observed that it is not thereby destroyed, for most of all its concurring parts are in existence, and require only re-organization.

The rocket has also been called an unsafe weapon to keep in store. This, however, can only have been by persons whose knowledge in pyrotechny may not have reached beyond squibs and crackers: for where it is not conceived unsafe to keep barrels of gunpowder by hundreds and thousands, assuredly there can be no danger in storing a weapon hermetically sealed in a case, alike impervious to fire or water, and which it is impossible to ignite but by positive design.

One more point must be briefly mentioned—the accuracy of direction of which the rocket is susceptible. To assert that it is capable of the same precision of flight as a ball projected from a *long* cylinder, would indeed be exaggeration: nor is it necessary for the purpose that it should be so. In the present contemplation of the weapon, the object of comparison is the carcass fired from mortars; their use is thereby denoted to be confined to large objects, or to an extensive surface. To aim at a single house or ship a mile off, would not, I believe, be a much more successful attempt with one than with the other weapon. It is however extraordinary with what accuracy and steadiness the large rockets range, if the frame and stick be properly adjusted, and due allowance made (guided by practice) for the effect of wind; which after all does not affect its course so much as might be supposed.

The rocket is capable of a regulation of range as to distance, by increasing or diminishing the angles, as other projectiles; and I have understood such gradations to have been varied in practice from 1,500 to 3,000 yards: although I will not take upon me to affirm that such experiments have hitherto warranted the construction of tables in form, my conviction is, that from what has already been accomplished, it is capable of furnishing such *data* with every requisite degree of nicety. It ought not, however, to be forgotten, that the Congreve is still in its infancy, and that if it had even more faults on its head, there is every ground for hope that time would produce the remedy. Let artillerists look back and contemplate the origin and progress of their system!

BRONTES.

Shooter's Hill, 3d November, 1809.

MR. EDITOR,

THE following letter, addressed to the Right Honourable Lord Mulgrave, First Lord of the Admiralty, &c. has appeared in one of the daily papers; and, from the importance of the subject to which it relates, I conceive that it may be well worth while to give it an increased circulation, by inserting it in the NAVAL CHRONICLE. The more notorious that an evil is made, the greater is the chance of its attracting the notice of those whom it more immediately concerns, and, consequently, of its being removed.

I am not certain whether the writer may be quite correct in all his assertions; but I have, myself, very particular reasons for believing, that the Sea Fencible Establishment was not carried into effect, agreeably to the original plan of the projector, who, at present, shall be nameless; and that, by deviating from that plan, a great and unnecessary expense was incurred; notwithstanding which, the *corps* was rendered much less efficient than it would otherwise have been.

The Sea Fencibles, I believe, were first established by Lord Spencer; they were continued, by Earl St. Vincent, till the conclusion of the war; and on the renewal of hostilities in 1803, they were re-established by the latter nobleman. In Lord Barham's administration, they were ordered to muster once a month only, instead of once a week, by which nearly 50,000l. *per annum* was saved to the public; but, notwithstanding all the efforts which have been made, the services of this *corps* have never been at all commensurate with the expense to which it subjects the nation. Its removal, or re-organization, is consequently an object of great and serious importance. I am, Sir,

T. D.

"*To the Right Honourable* LORD MULGRAVE, *First Lord of the Admiralty, &c. &c. &c.*

MY LORD,

AS the head of the Admiralty, I wish to draw your lordship's attention to the establishment of the Sea Fencibles, which, though a force in name only, cannot cost the nation much less than 200,000l. per annum. The public benefit derived from these corps I have never been able to learn, as they are enrolled to serve *only* in case of invasion. Their officers have no command over them; and the amount of their present service is merely to muster once a week, and for which each man receives a shilling. But it is not so much the establishment in general, as the enormous pay given to the *officers*, that I wish to hold up to public notice. The senior captain on each station receives 1l. 15s. a day, or 638l. 15s. a year; the other captains have 1l. 10s. a day, or 547l. 10s. a year. According to Steel's Navy List, there are round the coasts of England, Wales, and Ireland, (Scotland is not mentioned, though that land of cakes is not, I dare say, without these good things) 143 of these captains so paid. The number of inferior officers is not stated; but these captains are receiving from the public, on the average, more than double their regular pay when on

their proper element, and exposed to all kinds of dangers and hardships. I need not inform your lordship as a soldier, that no lieutenant-colonel commanding a battalion in the line, receives more than half the pay allowed to the captains of those Sea Fencibles for *doing nothing*. In a first rate man of war, the captain's pay is no more than 1l. 8s. per diem, and decreases gradually according to the rate, to 12s. In all our domestic military branches, the pay is inferior, and properly so, to that of the regulars. The Militia officers have less pay; the Local Militia still less, and that for the period of being embodied only. Most corps of volunteers have no pay at all; and yet the officers of these Sea Fencibles, which at the best can be considered but as a species of volunteers—these officers, I say, are allowed more than double their regular pay when fighting the battles of their country. This, surely, my lord, is a most monstrous waste of the public money, and which must be put an end to. These are not times for such profuse liberality to one branch of the public force, when all others are cut to the quick, and the whole nation is groaning under the weight of its enormous burdens. Should government think it desirable to keep the seafaring men on the coast, in a kind of nominal service, they may be placed under the inspection of the officers on the *Impress Service;* who, from the very nature of their duty, would keep them in much greater control; and by so doing, 100,000l. per annum would be saved to the public. To your lordship's candour and patriotism, I submit the consideration of this subject; and, I trust, with the kingdom in general, that this statement will not be made in vain.

AGRICOLA.

MR. EDITOR,

HAVING seen in your CHRONICLE (*vide* page 279 of the present Volume) the opinion of a person who seems to have suffered severely from the many captures made by those marauders out of Boulogne and Calais, which I conceive to be a very small remove from *pirates; as a seaman*, I beg leave to say, I think the plan proposed by this person by no means efficacious; in our narrow seas it is *impossible*, in all weathers, to keep the sea. I have, Mr. Editor, experienced the *impracticability* of keeping a chain of cruisers along the coast in winter and autumn. Now, Sir, I do conceive a bombardment of Calais and Boulogne would answer the purpose more fully; at the same time giving notice to these nests of pirates, that as long as they continued to send forth their privateers, so long we should indulge them, at *seasonable opportunities*, with a few shot and shells, not forgetting CONGREVE's fire arrows, and this might be practised along the whole line of their coast. This, by what I call the *over-humane*, might be deemed cruelty. Let me ask these feeling people, had the French the proud superiority at sea we have, if we should have a town, village, or hut standing, on any part of our sea-coast, which would not be attacked by their ships: besides, Sir, it is the best mode of obtaining an *early peace*, by making the enemy feel the *horrors of war;* and this I call *humanity*, by shortening its duration. In what I am going further to propose, I beg that I may not be considered as meaning to cast any reflection on our gallant

officers and seamen, as if they want to be *bribed* to do their duty. No, Sir; but the labourer is worthy of his hire, and they ought to be rewarded according to the risk and hazard they hourly run of their lives, to protect our commerce. What I would propose, Sir, as an encouragement is, a *more prompt* and *less expensive* way of condemning these privateers of the enemy, when captured; that the commander and any two of his crew, being carried before either a justice of the peace, or collector of the customs of the port where they are carried into, and before them, declaring they are Frenchmen, and the property French, that it be instantly condemned as legal prize, and be sold within one month, and the amount to be distributed the moment regular prize lists are made out and certified at the Navy Office, to be correct. This, Sir, I do conceive, would act as a stimulus; for you, Sir, and the public, may not be aware that the condemning one of these paltry privateers, is attended with as much expense, and takes up as long a time to go through all the forms of condemnation, as if she was worth 20,000l.—Nay, Sir, I aver *for a fact*, that the expenses of condemning one of these small craft, have amounted to more than she sold for. If you think, Sir, these my ideas are worthy a place in your CHRONICLE, they are at your service, having nothing more at heart than the prosperity of our commerce, and that our officers and seamen should be encouraged to protect it. I am, Sir, your's,

Little Hampton, Nov. 20. BEN BLOCK.

MR. EDITOR,

IN the NAVAL CHRONICLE, a few months ago, I had the pleasure of meeting with a communication from Dr. Anderson, of Madras, inclosing a letter from Mr. Edmund, surgeon of the Russell, respecting the use of the Kew Nopal, in the cure of Scurvy.* As the virtues of that estimable plant cannot be too generally known, and as I am not acquainted with any work that is likely to give them so extensive a publicity as the NAVAL CHRONICLE, (from its general circulation, both in the Royal Navy and the East India service) I take the liberty of transmitting to you the following documents, on the authenticity of which you may fully rely. I am, your's, &c.

C. D. L.

In the course of last summer, as will be seen by its date, Dr. Anderson addressed the following letter to Sir Joseph Banks, Bart. President of the Royal Society, &c.

" SIR,

" Although we could obtain no public support in our endeavours to bring the cultivated cochineal from Mexico, yet in justice to your exertions in sending a plant from his Majesty's garden, it may be permitted me to acquaint you, that it is now in request, both by his Majesty's and the

* *Vide* Vol. XXI. page 40.

Honourable Company's ships as an antidote to scurvy; to which high station it has arrived by the seamen decidedly comparing it in taste to sorrel, and by its living, growing, and retaining its succulency in dry wholesome air for any length of time.

" The attention of seafaring persons may likewise have been roused by the return of some of the ships of war from cruises of not less than four months; which had suffered severely from scurvy, as the following extracts were published by me in 1796, with little or no effect:—

> ' Extracts from a letter of Mr. John Stephens, supercargo of the ship Two Brothers, Ambrose Kepling, commander, on a voyage from Madras to the Cape of Good Hope. Sailing from Madras Roads on the 25th of October, 1795, and arriving at False Bay, on the 5th of January, 1796, ill of Hepatitis.
>
> ' *Monday, 2d November*, 1795.
>
> ' My diet is chicken and mutton broth, barley water, conjee and gruel, with some of Doctor Anderson's excellent Nopal; which I assure you is equal to any vegetable I ever eat in soup, famous in curries, and very good boiled.
>
> ' *Monday, 16th November.*
>
> ' It is not in my power to express the value of Dr. Anderson's excellent Nopal, I have tried it every way, boiled, sallad, curric, and in soup; it equals any vegetable I ever saw in use; its glutinous quality enriches the soup surprisingly, and makes it much more nourishing and well flavoured; its power as an antiscorbutic must be a great recommendation to the use of mariners.
>
> ' N. B. The above is the Kew Nopal which was sent here by Sir Joseph Banks.'

" I have likewise the pleasure to acquaint you, that by a mere accident, of Mr. Kinnard, one of our surgeons, on his way to Europe, observing a plant in a flower-pot on the top of a China-man's house at Canton, and seeing a resemblance to this plant which you had sent, he immediately procured and sent it here, where it appears much more spacious and substantial than your plant, and as far as I can pretend to judge, must be the Nopal of Castile.

" We are told by Spanish writers that the representation of a grove of these plants in solid gold, was found by Cortez in the palace of Montezuma, which they conjectured was in honour of its being the food of cochineal insects: but in my estimation it is much more probable, that a people without agriculture, and compelled for subsistence to the precarious product of fishing and the chase, must in severe seasons have been distressed for food, as without the Nopal at this day, the Spaniards of Mexico cannot support their cattle during three months in the year, and in the famine of 1792, in our northern circars, the collector of Ganjam informed me that the people themselves had eaten up all the Nopal Plantations in his district.

"You will be surprised no doubt that I should have bestowed any attention on these plants, after their having been so long despised, notwithstanding what I had said and done many years ago to shew their value; but when I tell you that in a voyage to this country in the year 1758, in the Hon. Company's ship Drake, Captain Fisher commander, without seeing any land for nearly six months, the scurvy prevailed to so great a degree, I had an opportunity of determining the little avail, either in checking or curing the disease, by the unlimited use of portable soup, claret, port wine, madeira, beer, porter, or cyder; with all of which I was generously supplied from the captain's stores; and again, on the passage to England from Canton, in 1760, when I had taken care to provide an ample stock of lime juice, and the rob of limes diligently prepared, as directed by Doctor Lind; yet the scurvy appearing on the passage from St. Helena, amongst some of my old patients, they could obtain no relief, until meeting with the Monmouth man of war that had just come from Quiberon Bay, I obtained a few fresh lemons, and the rinds of some that had been squeezed for punch; which before we reached Margate Roads effected a cure.

"The Nopals being agreeably acid, succulent, and nutritious; the qualities necessary to resist the scurvy,—and so permanently attached to life, when kept only in dry pure air, present a fair prospect of abolishing scurvy from the marine service.

"Accept, therefore, my sincere professions of esteem and regard, and am, your obedient and very humble servant,

"*Fort St. George, July* 15, 1808." "JAS. ANDERSON."

Previously to the date of the above, the following *Memorandum* from Dr. Anderson appeared in the *Madras Gazette*:—

"Several of the commanders and surgeons of his Majesty's ships having readily come forward to introduce the use of Nopal, the following remarks being kept in view may be of use.

1st. As it is known that when there is a sufficient use of any wholesome, fresh, succulent vegetable, the scurvy never makes its appearance, and when from a want of these, and perhaps other causes combined, the disease has taken place, fresh vegetable matter is all that hitherto can be considered specific in the cure.

"2d. Although it is known that the Nopal has been freely used as food, both by men and cattle, and is probably inferior to no vegetable, in point of salubrity, or nutritious qualities, being mucilaginous and agreeably acid; the customary stores with which the ships have hitherto been supplied of this, or any other nature, are not however hereby intended to be discontinued, as

"3d. The intrinsic value of the Nopal above every other vegetable in sea voyages, is deemed to be, that it is found to possess life and the capacity of vegetation, after being removed from the earth, for a greater length of time than any other, excepting such as are denominated air plants, none of which are so wholesome, succulent, or palatable; and therefore it will be

practicable to bring the Nopal into use, after the stores of fruit or other vegetables with which the ship may have been supplied are expended.

" 4th. Some time ago, ships going to Europe were supplied with Nopal, but these not returning, no knowledge has been obtained of the length of time it may be preserved at sea; accurate observations of this circumstance is therefore a desideratum.

" *May 4th*, 1803." " JAMES ANDERSON."

In consequence of the interest excited in his Majesty's squadron on the India station, respecting the Nopal, Dr. Anderson shortly afterwards circulated the following paper:—

" *Advantageous Properties of the Nopal as a Sea Stew in long Voyages.*

" 1st. That it is found to keep fresh in dry wholesome air, an indefinite length of time.

" 2d. That it is equally procurable every day of the year at all seasons, whereas other vegetables are only procurable at a certain season, whether pompions, cucumbers, or onions, &c.

" 3d. That although the potatoes and yams may be preserved a great length of time, yet at length they vegetate and grow, and are no longer palatable; whereas every shoot that the Nopal puts forth is a valuable addition to the parent stock.

" 4th. That in its raw state it is equally palatable with any kind of green fruit, and in this way has been compared to apples.

" 5th. That it is so perfectly wholesome and nutritious, twenty large sechell turtles have been fed solely with Nopal for years together, without a single accident of death or sickness.

" 6th. That in soup the most fastidious palates have made no exception to it, and when previously cut into small pieces, have declared that they believed it to have been some delicate and tender kind of bean or peas.

" 7th. That when boiled to a pulp, it gives broth or soup of that kind of consistence, which in Scotland is called tything; and used thus, will prove useful in bowel complaints, beyond what can be expected from water gruel or conjee, on account of its mild and mucilaginous qualities."

In the spring of 1803, Dr. Anderson issued to the ships of war 64 wine baskets, filled with 22,400 leaves of Nopal, as an antiscorbutic; and immediately afterwards inserted an advertisement, from which the following is an extract, in the India papers:—

" As the means established by Dr. Anderson to mitigate the effects of scurvy in his Majesty's ships, are much greater than can be required for the squadron in India, Dr. Anderson takes this opportunity of acquainting the officers of ships going on long voyages, such as Botany Bay, the coasts of America, or Africa, the Spermaceti Whale Fishery, &c.—that he will have much pleasure in supplying them with as many leaves of the Nopal, as they may think proper to carry from his garden."

Very numerous applications were subsequently made to Dr. Anderson for a supply of the Nopal; which in every instance he most amply furnished.

The following letter to Dr. Anderson, from the surgeon of his Majesty's ship Dover, affords a strong and recent testimony in favour of the Nopal:—

"*Madras Roads, his Majesty's Ship Dover, August* 4, 1803.

"Captain Tucker, previous to our last cruise, having heard of the happy effects of Nopal in the scurvy, and of the high character it has so justly obtained in a variety of instances, I beg leave to state to you the effects of it, as they occurred to my observation. Having in consequence been favoured with a supply of Nopal from you, which was found on calculation not to be sufficient for the whole of the crew, it was thought adviseable by Captain Tucker and myself, in order to give it a fair trial, to select those cases which were particularly susceptible of the scurvy. We included in our list about forty men, some of whom were afflicted with ulcers, to whom a leaf of the Nopal was given once a day, and to those who seemed more particularly to require it, twice a day: the general effect produced on those men was so strikingly obvious, that on our return to Madras, a period of nearly three months, not a man among them was afflicted with scurvy; the ulcers in general mended, and many healed.—

"Whilst others, to whom the Nopal was not given, being a greater part of the crew, were more or less tainted with its symptoms; the cruise was particularly unfavourable to the health of the crew, being a continuation of wet blowing weather, attended with a damp and variable atmosphere: the men to whom the Nopal was given, were a mixture of all nations, many of them natives of the tropical climates, men who had been accustomed almost from their infancy to feed on vegetable matter, and consequently, highly susceptible to the disease when feeding on a salt diet; others were men who were found on former cruises to be liable to it at a very early part of the voyage, from a long residence in India, and impaired constitution.

"On touching at Vizagapatam, I was induced to inquire, if the Nopal could be procured, as the supply was just expended; and was extremely gratified to hear that General Gowdie had the Nopal growing in his garden, who very kindly sent a supply the moment he heard our wants, sufficient to last us to Madras. On further inquiry, I was given to understand, by a respectable native, that the Nopal grew so plentifully near Vizag, that in a few hours he could procure me enough to load a ship's boat. I have thought it my duty to state this, that ships going there may be supplied with a remedy, so valuable in itself, and which promises by your zeal and humanity to become abundant in every part of India.

"I must beg leave to remark, that the Nopal was preserved and attended to with the greatest care by Captain Tucker in a variety of modes, part of it being suspended in his cabin on lines, part on a netting made for that purpose; part was kept in baskets: these plans were adopted to try the most adviseable way to keep. The way in which it appeared to keep best was evidently on lines; but it ought to be observed that a suit-

cient quantity for a ship's crew cannot be conveniently suspended in that way in ships in general; part, therefore, should be kept on netting, which is the next best method, whilst those destined for present use may be kept in baskets; for hardy as the plant really is, it cannot but sustain injury from the motion of the ship, together with the friction that they must necessarily sustain when one layer is laid over the other, until the pressure becomes considerable.

"The Nopal was daily examined, and those leaves that appeared on the decay were expended first; for although part of a leaf may be decayed, it does not effect the whole; the decayed part being cut off, it will be found fit for use, and it preserves its utility and properties as well as the soundest leaf. We sail to-morrow.

"I have the honour to be,

"Your obedient servant,

"R. JEFFREYS,

"Surgeon H. M. ship Dover."

As many of the inhabitants in the vicinity of Madras, and other parts of India, have expressed a wish to be acquainted with the best mode of cultivating the Nopal, it may be worth while here to insert the following short extract from a letter of Dr. Anderson to K. Dalrymple, Esq. at Nellore, on the subject:—

"Although ridges or raised grounds present a soil the most suitable to the spreading of their roots, they must not be placed in such exposed situations as the fences of outward enclosures, seeing they have no thorns to defend them from the depredations of cattle: I therefore recommend that you plant them in your garden, where the soil is light, sandy, or gravelly, and not liable to be flooded in the wet season, at two feet distance from each other, which leaves room to dig and remove weeds, until they grow up and cover the ground."

In the autumn of last year, Dr. Anderson inserted the following address, in the India papers, to the commanders and officers of ships about to return to England, which it may perhaps be of advantage to republish:—

"*To the Commanders and Officers of Ships about to return to England.*

"GENTLEMEN,

"Having succeeded in pointing out methods of preserving Nopals at sea, as appears by a journal published here during the last six months; and considering the defective supply of refreshments for ships in the Atlantic, that must accompany the French invasion of Portugal; I am very desirous that a great quantity of Nopal should be planted on the island of St. Helena, and therefore will be glad when you send for Nopal for ship's use, that you take enough to enable your sparing some for that island.

" In the event of your not touching at St. Helena, they may be carried on to England, and from thence sent to Madeira, or the West Indies as Great Britain is probably too cold for the cultivation of this plant, to advantage.

" I am, with sentiments of esteem and regard,

" Gentlemen,

" Your obedient and very humble servant,

" JAMES ANDERSON."

" *Madras, September* 25, 1808."

CORRECT RELATION OF SHIPWRECKS.

No. XXXVI.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.
FALCONER.

LOSS OF THE ÆNEAS TRANSPORT.

THE following extract of a letter, from an officer at Quebec, to his friend in the neighbourhood of Bath, dated July 6, 1806, presents some of the most melancholy details, which it has, for a long time, fallen to our lot to record:—

" Yesterday, five soldiers of the 100th regiment, who embarked on board a transport, which was supposed to have been lost, from the length of time she had been missing, arrived in a brig from Pool, that touched at Newfoundland, and brought the above men from that island. They give a more melancholy account of a shipwreck and circumstances that followed it, than I ever heard in either real or fictitious story; from one of them I collect the following particulars:—He says, that about four o'clock in the morning of the 23d of October last, their vessel, the Æneas transport, struck on a rock with such force, that they saw she must soon become a wreck. For the few first minutes all the women and children clung to their husbands and fathers; but in a short time a wave came with such violence as swept, he supposes, 250 of their people from the deck, out of 347, which was the number on board before. The rock soon forced its way through all the decks; and thirty-five of the survivors were, before eight o'clock, driven on a small island, about a quarter of a mile from where the vessel struck; at that time she was gone entirely to pieces. He cannot positively say how they got on shore, but he supposes they were floated on part of the wreck. He remembers to have seen one of the boys endeavouring to save Major Bertram, who, having his arm broken by some timber, was on the point of sinking; he held him up as long as his strength permitted; but to save his own life, was at length obliged to let go his hold, and the Major perished. The thirty-five who landed on the island consisted of seven sailors and part of the 100th regiment; two

two of whom were officers, Lieutenant Dawson and Ensign Faulkner. They had the mortification to find the wind change instantly as they landed, and drive every thing out to sea, so that not an implement of any kind was saved from the wreck. Mr. Faulkner was correct in his idea of the situation; he knew that the main land which they saw about a mile distance was Newfoundland, and that they were about 300 miles from St. John's.

" After passing one night on the little island, they formed a raft, and thirty of them arrived safely on the main land—four had previously died, one of whom was the poor fellow who had tried to save the Major, and another was missing, who had crawled from his comrades that he might die in quietness, having had both his legs broken; but he was found about eight days after in a shocking state, with his feet frozen off; but he still miraculously survives, and is one of the five who arrived here. The greater part directed their course to where the sun rose, leaving behind them the above man and two others, who were unable to walk, from their bruises. Lieutenant Dawson was not able to keep up with the party after the first day, and two of the soldiers stayed back to attend him, one of whom is the person who gave me these particulars.

" After toiling on for 14 days without eating any thing but berries, poor Dawson was unable to stand without support, and on their reaching the banks of a river, he (the informant) attempted to carry him over on his back, but having waded in as high as his neck, he was obliged to return and lay him down on the bank, where he entreated the faithful fellows to make the best of their way, and leave him to his fate, at the same time squeezing them affectionately by the hands, and entreating them to inform his father of his melancholy end. Here the honest Hibernian (the 100th regiment was raised entirely in that kingdom) burst into a flood of tears before he could proceed. ' We staid with [illegible] persuaded, ' until we knew not whether he was alive or dead.' He described Mr. Dawson not to be above 17 years of age, upwards of six feet high, and very thin, all circumstances unfavourable for a person to undergo fatigue and abstinence.

" After leaving poor Dawson, they travelled, or rather wandered, in a weak feeble state for 12 days more, making in the whole 26 days, subsisting upon what nature presented to them in a cold barren land; but after the first four or five days they never felt hunger, and, in fact, their misfortunes were so great as (to use his own expression) to kill hunger, and deprive them of a sense of feeling; and the snow, for the last two days was so deep as to prevent their getting the accustomed berries.

" These two wretches were at last found by a man belonging to a hunting party, who, not expecting to meet any human beings in that desolate region, and, taking them at a distance for deer, had concealed himself behind a fallen tree, with his gun pointed at one of them, when his dog jumping towards them began to bark, and convinced him of his error. When they related their shipwreck and sufferings to the huntsman, the tears stole down his cheeks, and taking his moccasins from his feet, he

gave them to the poor fellows, and invited them to his hunting cabin, which he said was only one mile off, but the real distance was at least twelve, to which by degrees he enticed them to proceed. When they approached the hut, four or five men came out with long bloody knives in their hands, and my informant says that he turned to his comrade and said, 'After all that we have escaped, are we brought here to be butchered and eat up? But we soon found our mistake; the men had been cutting up some deer, the fruit of their chase, and our appearance soon drew the pity of these bloody-handed men, and when they produced a bottle of rum, we were convinced that they were real christians!' It appears that they received every possible comfort from these hunters, who, from the description which they had received, set out in search of the others; they succeeded in finding the man who remained the first day on the island, and the other two who were unable to leave the shore.

"The two who accompanied Mr. Dawson had not made any great progress in the 26 days they were travelling; the place they were found at was not at any considerable distance from the spot whence they set off; so that in the woody labyrinth they must have nearly trodden over the same ground again.

"I asked my informant if they had given any directions to the hunters, where they might probably meet with the remains of poor Dawson, or of Faulkner and his party; he said they had, but it was almost folly to have followed any directions they could have given, for they knew not where they had been.

"Of the 35 who survived the wreck, only these five have been heard of, excepting two sailors of Faulkner's party, who were picked up by a man on another hunting excursion, about 90 miles distant, apparently lifeless; but they were taken to an adjacent settlement, where they recovered. They are almost certain that Mr. Faulkner and the rest of his companions must have perished in the wood.

"They all describe Faulkner to have been strong, active, and enterprising, and could any thing possibly have been effected for their preservation, he would have accomplished it. The other officers of the 100th expected much aid from these unfortunate young men. Each was proud of exerting himself; whilst the transports were lying about three miles from Portsmouth, they both swam to the ship. Mr. Faulkner climbed up the side very little fatigued, but Mr. Dawson was nearly exhausted.

"When the surviving five arrived in the barrack-square at Quebec, how affecting was the scene! Men and women flocking round them with an eagerness mingled with despair, anxiously inquiring for some friend or brother that was on board the unfortunate Æneas. Their answer was—'If you do not see him here, be sure he is dead; for of 347 souls, we five Irish lads and two sailors are the whole that remain alive.' The tears and exclamations that followed are too mournful to describe, although I could go on with minuter particulars of these disastrous occurrences until I had swoln this letter to a folio volume, which, if either of the poor fellows live to reach home, will probably be the case."

INTERESTING PARTICULARS OF THE LOSS OF THE KING GEORGE PACKET ON SALISBURY BANK, NEAR PARKGATE.

THE King George packet, Captain Walker, bound from Parkgate to Dublin, sailed from Parkgate exactly at twelve o'clock on Sunday, September, the 14th, 1807, with a flag at her top-mast-head, full tide, weather hazy, and drizzling rain, with the wind nearly direct south. At half past one she struck on the Salisbury sand-bank, and remained nearly four hours dry, with part of her crew on the sands, waiting for the next tide. No apprehensions were then entertained of her having received any injury. On the return of the tide, the wind veered round to the west, and she received the wind and tide right on her side, resting against her anchor. As the tide came in, she filled rapidly with water; the night was dark, with rain. Her passengers, mostly Irish harvest men, above one hundred in number, who were going home with the pittances of their labours to their families, were under hatches. The pumps were soon choaked, and the water came so fast on the Irishmen in the hold, that they are said to have drawn their large harvest pocket-knives, and with a desperation which dread of death alone inspires, slain one another, to make their way upon deck. The wind and waves beating hard upon her side, her cable broke, and she was drifted round with her head toward the tide, and lay upon her side. She was three miles from any vessel, and could not, or at least did not give any signal that was heard. The boat was launched, and ten of the crew, among whom was the Captain and an Irish gentleman, got into it. It was nearly full of water, and death on all sides stared them in the face.—Her captain seeing some of his best sailors still with the vessel, and falsely hoping that she might remain the tide, which had nearly an hour and a half to flow, went again on board; the Irish gentleman and three others followed him. One of the sailors in the boat, seeing a poor Irish sailor-boy clinging to the side of the vessel pulled him by the hair of the head into the boat, cut the rope that fastened it to the vessel, and the tide drove them away. At this time great numbers ran screaming up the mast; a woman, with her child fastened to her back, was at the topmast-head; the masts broke, the vessel being on her side, and they were all precipitated into the waves! Only five men and the poor Irish sailor-boy escaped; the remainder, 125 in number, among which were seven cabin passengers, perished! The boat and her little crew were driven up by the tide to within a quarter of a mile of Parkgate. They heard the cries of the sufferers distinctly for half an hour, The ebb-tide washed the vessel down into the deep waters, and she was seen no more till the next tide drove her up.

The King George packet belonged to Mr. Brown, of Liverpool; she was formerly a privateer, and carried 16 guns; and was afterwards employed as a Harwich packet. This was her second voyage to Dublin, for which service she had been lately patched up. She was considered as too sharp built for the sands.

Two fishermen from Chester were lost on the sands the same night, owing to their boats being drifted by the tide, while they were in search of their prey.

PLATE CCXCVII.

PORT JACKSON, situated about five miles to the north of Botany Bay, is one of the finest harbours in the world. The annexed view, by Mr. Westall, was taken from Garden Island.—The ships appear off the entrance of Sidney Cove, the chief settlement.

M. Peron, the naturalist, who sailed on the voyage of discovery, undertaken by order of Buonaparte, in the southern hemisphere, between 1800 and 1804, by the ships Le Geographe, le Naturalist, and le Casuarina, has furnished the most particular, and the most interesting account of Port Jackson, and of Sidney town, that has yet appeared. From this gentleman's account of the voyage, now in the course of translation into the English language, we have made the following extract, which will be found to convey considerable information:—

"It was on the 27th of June, in the evening," says M. Peron, "that our vessel arrived in sight of Port Jackson, and a few days afterwards, the other two ships got safe into the harbour, after having, through the obstinacy of Captain Hamelin, the commander of the Expedition, been for a considerable time in the greatest danger.

"Our arrival at Port Jackson, did not excite so much surprise amongst the colonists, as might have been expected, but for ourselves, we were completely astonished at the flourishing state in which we found this singular, and distant, establishment: the beauty of the Port, at first attracted our whole attention. From an entrance, says Commodore Philip (whose description is not in the least exaggerated), of not more than two miles across, Port Jackson gradually opens, till it forms a spacious harbour, with sufficient depth of water for the largest ships, and room enough to contain in perfect safety, all that could on any occasion be collected. Even a thousand ships of the line might manœuvre here with ease. The bay takes a western direction, extends to the distance of thirteen miles inland, and has at least a hundred little creeks, formed by very narrow tongues of land, which afford excellent shelter against winds, from any point of the compass.

"Towards the middle of this magnificent port, and on its southern bank, in one of the principal creeks, rises Sydney Town, the capital of the county of Cumberland, and of all the English colonies in this part of the world: seated at the base of two hills, that are contiguous to each other, and having the advantage of a rivulet, which runs completely through it, this infant town affords a view, at once agreeable and picturesque. To the right, and at the north point of Sydney Cove, you perceive the signal battery, which is built upon a rock, difficult of access; six pieces of cannon, protected by a turf entrenchment, cross their fire with that of another battery, which I shall presently mention; and thus defend, in the most effectual manner, the approach to the harbour and the town. Farther on, appear the large buildings that form the hospital, and which are capable of containing two or three hundred sick. Amongst these buildings is one particularly worthy of notice, as all the parts of it were prepared in Europe, and brought out in Commodore Philip's squadron; so that in a few days after its arrival, there was an

hospital ready to receive such of the crews as were sick. On the same side of the town, at the sea shore, you observe a very fine magazine, to which the largest ships can come up and discharge their cargoes. In the same direction are several private docks, in which are built brigs and cutters of different sizes, for the purpose of trading either inland, or beyond the colony. These vessels, which are from fifty to three hundred tons burthen, are built entirely with the native wood; even their masts are obtained from the forests of the colony.

"The discovery of the Strait, which separates New Holland from Van Diemen's land, was made in a simple whale sloop, commanded by Mr. Bass, the surgeon of the Reliance. This vessel may be said to have been consecrated to that great discovery, and hazardous navigation; for it is preserved in the harbour, with a sort of religious veneration: some snuff boxes have been made out of its keel, of which the possessors are both proud and jealous; and the governor himself thought he could not make a more acceptable present to our chief than a piece of the wood of this sloop, enchased in a large silver tooth-pick box; round which were engraved the principal particulars of the discovery of Bass's straits.

"It is at the spot called Hospital creek, that the ships of individuals unload their cargoes. Beyond the hospital, in the same line, is the prison, which has several dungeons, capable of holding from an hundred and fifty, to two hundred prisoners; it is surrounded by a high and strong wall, and has a numerous guard on duty, both by day and night. A short distance from the prison is the store house, for the reception of wines, spirituous liquors, salt provisions, &c. In the front of it is the armoury, where the garrison is drawn up every morning, accompanied by a numerous and well composed band, belonging to the New South Wales regiment. The whole western part of this spot is occupied by the house of the lieutenant governor general; behind which is a vast garden, well worth the attention both of the philosopher and the naturalist, on account of the great number of useful vegetables which are cultivated in it, and which have been procured from every part of the world, by its present respectable possessor, Mr. Paterson, a distinguished traveller, and member of the Royal Society of London. Between the house and the magazine just mentioned, is the public school: here are educated in the principles of religion, morality, and virtue, those young females, who are the hope of the rising colony; but whose parents are either too degenerate, or too poor, to give them proper instruction. In the public school, however, under respectable matrons, they are taught from their earliest years, all the duties of a good mother of a family. Such is one great advantage of the excellent colonial system, established in these distant regions.

"Behind the house of the lieutenant governor general, in a large magazine, are deposited all the dried pulse and corn belonging to the state. It is a sort of public granary, intended for the support of the troops, and the people who receive their subsistence from the government. The barracks occupy a considerable square, and have in front several field pieces; the edifices for the accommodation of the officer form the lateral parts, or ends

of the building; and the powder magazine is in the middle. Near this, in a small private house, the principal civil and military officers assemble. It is a sort of coffee house, maintained by subscription, in which there are several amusements, but particularly billiards; at which any person may play, free of expense. Behind the armoury, is a large square tower, which serves for an observatory to those English officers who study astronomy: at the base of this tower, the foundation of a church has been laid, of which the building, just mentioned, is intended to form the steeple; but a structure of this kind, requiring considerable time, labour, and expense, the governors have hitherto neglected to carry it into execution; prefering the formation of such establishments as are more immediately necessary for the preservation of the colony. While waiting, however, for the erection of a church, divine service is performed in one of the apartments of the great corn magazine. Two fine windmills terminate on this side the series of the principal public edifices. Over the rivulet that intersects the town, there was a wooden bridge, which, together with a strong causeway, may be said to occupy all the bottom of the valley. We passed over this bridge, in order to take a rapid view of the eastern part of Sydney Town. Before our departure, the wooden bridge had been destroyed, to make way for one which they were about to build of stone; at the same time, a water mill was built here by the government, and strong locks had been formed, either to keep in the water of the rivulet, or to stop that of the marshes which runs to a considerable distance into the valley, and might be advantageously employed in turning the mill.

"At the east point of the creek is a second battery, the fire of which crosses that of the signal station. The one of which I am now speaking, was dismantled at the time of our arrival at Port Jackson; but it has been put in order since our departure. On shore, as you approach the town, is a small salt-pit, where the Americans, who were allowed to settle for the purpose at port Jackson, in 1795, prepared most of the salt used in the colony. Farther on, and towards the bottom of the harbour, is the point called Government creek, because it is reserved for the agents and vessels of the state. Between this creek and the salt-pit is the place for docking and careening the ships. The natural quays are so perpendicular and well-formed, that without any kind of labour or expense on the part of the English, the largest ships might be laid along them in perfect security. Near the government creek are three public magazines, one of which contains all the articles necessary for the various purposes of domestic life, such as earthenware, household furniture, culinary utensils, instruments of agriculture, &c. The number of these articles that is here amassed is truly astonishing, and the mode in which they are delivered out is wise and salutary. In this distant country, the merchandise of Europe bears so high a price, that it would have been next to impossible for the population to procure such as are indispensable to the common wants of life; the English governor has therefore anticipated these wants, by filling large store-houses with every article that can be required, all of which are delivered to the colonists at fixed prices, that are extremely moderate; sometimes even below what they cost in Europe. But in order to prevent avaricious speculations, or waste, no one is ad-

mitted into these *dépôts* without a written order from the governor; in which are specified the articles which the bearer is in need of. In another house are preserved the different uniforms and clothing for the troops and convicts, as well as vast quantities of sail-cloth and cordage for the government ships. The last of the three buildings just mentioned is a kind of public manufactory; in which are employed female convicts. Behind these magazines is the governor's house, which is built in the Italian style, surrounded by a colonnade, as simple as it is elegant, and in front of which is a fine garden that descends to the sea shore; already in this garden may be seen, the Norfolk Island pine, the superb Columbia, growing by the side of the bamboo of Asia: farther on is the Portugal orange and Canary fig, ripening beneath the shade of the French apple-tree: the cherry, peach, pear, and apricot, are interspersed amongst the Banksia, Metrosideros, Correa, Thelaleuca, Casuarina, Eucalyptus, and a great number of indigenous trees. Beyond the government garden, on the other side of a neighbouring hill, is the windmill, the bake-house, and the state ovens, that are used for making sea biscuit: these are capable of furnishing from fifteen to eighteen hundred pounds per day. Not far from a contiguous creek, at a spot which the natives call Wallamoula, is the charming habitation of Mr. Palmer, the commissary general; a rivulet of fresh water runs before, and empties itself into the creek, which here forms a safe and convenient basin. Here Mr. Palmer has built several small vessels, which he employs in whale fishing, and catching phocæ, or sea elephants, either at New Zealand, or in Bass's Straits. The neighbouring brick-fields furnish a considerable quantity of bricks and tiles, for the public and private buildings of the colony.

"A short distance to the southward of Sydney Town, to the left of the great road that leads to Parramatta, you observe the remains of the first gibbet that was erected on the continent of New Holland. The increase of habitations having caused it to be, as it were, surrounded, it has been succeeded by another, that has been erected farther off in the same direction and near the village of Brick-field. This village, which consists of about two score of houses, contains several manufactories of tiles, earthen-ware, crockery, &c. its site is agreeable, and the soil, less sterile than that of Sydney, is better adapted to the different kinds of cultivation that have been introduced into these distant regions.

"The great road just mentioned, passes through the middle of Brick-field; while a small rivulet intersects it in an opposite direction; between this village and Sydney Town, is the public burying-ground, which is already rendered an object of interest and curiosity, by several striking monuments that have been erected in it; and the execution of which is much better than could reasonably have been expected from the state of the arts in so young a colony.

"A crowd of objects, equally interesting, demanded our notice in every direction. In the port we saw drawn up together, a number of vessels that had arrived from different parts of the world, and most of which were destined to perform new and difficult voyages. Some of them had come from the banks of the Thames, or the Shannon, to pursue whale fishing on

the frigid shores of New Zealand: others, bound to China, after depositing the freight which they had received from the English government, for this colony, were preparing to sail for the mouth of the Yellow river; while some, laden with pit-coal, were about to convey that precious combustible to India, and the Cape of Good Hope. Several smaller vessels were on their way to Bass's Straits, to receive skins, collected by a few individuals, who had established themselves on the isles of those Straits, to catch the marine animals that resort to them. Other ships, stronger built than those just alluded to, and manned by more numerous and daring crews, who were provided with all kinds of arms, were on the point of sailing for the western coast of America, laden with various sorts of merchandise: these were intended to carry on, by force of arms, a contraband trade on the Peruvian shores, which could not fail to prove advantageous to the adventurers. Here they were preparing an expedition, to carry on a skin trade, with the people of the north-west shores of America; there, all hands were engaged in sending off a fleet of provisions to the Navigators', the Friendly, and the Society islands, to procure for the colony a stock of salt provisions. At the same time, the intrepid Captain Flinders, after effecting a junction for his companion ship, the Lady Nelson, was getting ready to continue his grand voyage round New Holland, a voyage which was soon afterwards terminated by the greatest misfortunes. In short, at this period, the harbour of Port Jackson had become familiar to the American navigators, and their flag was continually flying in it during our residence. All these great maritime operations gave to the place a character of importance and activity, far beyond what we expected to meet with on shores, scarcely known to Europeans, even by name; and the interest we took in the scene, was only equalled by our admiration.

"The population of the colony, was to us a new subject of astonishment and contemplation. Perhaps there never was a more worthy object of study presented to the philosopher;—never was the influence of social institutions proved in a manner more striking and honourable to the distant country in question. Here we found united like one family, those banditti, who had so long been the terror of their mother country, repelled from European society, and sent off to the extremity of the globe; placed, from the very hour of their exile, in a state between the certainty of chastisement, and the hope of a better fate; incessantly subjected to an inspection, as inflexible as it is active, they have been compelled to abandon their anti-social manners, and the majority of them, having expiated their crimes by a hard period of slavery, have been restored to the rank which they held amongst their fellow men. Obliged to interest themselves in the maintenance of order and justice, for the purpose of preserving the property which they have acquired; while they behold themselves in the situation of husbands and fathers, they have the most interesting and powerful motives for becoming good members of the community in which they exist.

"The same revolution, effected by the same means, has taken place amongst the women: and those who were wretched prostitutes, have imperceptibly been brought to a regular mode of life, and now form intelligent and laborious mothers of families.

" While we were reflecting on these numerous and interes ing subjects all the officers and principal citizens of the colony were unremitting in their assiduities towards us. Our numerous sick were received in the government hospital, where the English surgeons paid them all possible attention. Doctor Thomson, the chief physician of the colony, directed the mode of treatment with the greatest tenderness; and whatever we were in need of, that the place could furnish, was put at our disposal. The governor gave to us an unlimited credit on the public treasury, and our Commodore general was furnished with royal printed cheques, to fill up, with any sum that he might wish for; and these cheques, without any other security than the signature of the French Commandant, were accepted by the inhabitants, with a confidence highly honourable to the government of our country. Our salt provisions, spirits, and biscuits, were exhausted, but by means of these chequse, we obtained fresh supplies; and several times the magazines of the colony were opened to supply us with articles, which our agents could not procure. Thus, by this generous relief, we were enabled to re-clothe our crews, who were in want of every thing; repair our ships; purchase one, instead of that we had lost; and be completely prepared for continuing our voyage.

" At the same time, our scientific researches met with every encouragement; a guard of English soldiers was appointed expressly to protect our observatory, which we placed on the north point of the eastern bank of Sydney Cove. The whole of the country was open to the excursions of our naturalists, and we were even permitted to wear our arms, as were the persons of our suite; while guides and interpreters were furnished us, for our longest journies. In short, the English government behaved to us with such generosity, that they acquired our warmest gratitude."

(To be continued.)

PHILOSOPHICAL PAPERS.

Account of a Fact in Hydrostatics, lately discovered by Mr. J. W. Boswell, *and of an Application of it in the Formation of a Ship's Run, or Angle of Termination.*

IT has generally been supposed, that the force, with which water rushes in to fill up a cavity formed in it, is merely sufficient to raise it to the general level; it however appeared to Mr. Boswell, that the accelerated velocity, with which the water must rise from the bottom of the cavity, would be sufficient to make it ascend above the general level, if not counteracted by some other cause; which supposition was well warranted by the well-known effect of the *momentum* of water, in the patent Hydraulic Engines of Messrs. Boulton and Watts, for raising fluids; and in the Hydraulic ram of Montgolfier, afterwards copied from them.

The counteracting cause which prevented this rise, was suspected to be the falling in of the water from the sides of the cavity, which, by its

counter-motion and gravity, would destroy the effect of the *momentum* of the ascending water.

In considering the best method of putting this conjecture to the test of experiment, it occurred, that on a tube stopped beneath, and immersed vertically in water for the greatest part of its length, the water, on its being suddenly opened, could only enter it from below, as all lateral access would be prevented by the sides of the tube, and that thus the principle might be fully proved. This experiment was immediately tried, and the result was entirely conformable to Mr. Boswell's conjecture, for the *water rose in the tube a full third of its length above the general level*, a space equal to one half of the depth of the cavity.

Mr. Boswell imagines from the result of some experiments, that there is an increase of the ratio of the height, to which water will rise in this manner, to the encrease of the depth of the tube; for in a tube $2\frac{1}{2}$ inches long, immersed an inch and a half, the water rose $\frac{3}{4}$ of an inch above the level; and in a tube $5\frac{1}{2}$ inches long immersed $3\frac{1}{2}$ inches, the water rose 2 inches; and in a tube $21\frac{1}{2}$ inches long, immersed 14 inches, the water rose $7\frac{1}{2}$ inches above the general level, on the lower aperture being suddenly opened.

In the first experiment, the rise above the level was equal to half the immersion, or a third of the length of the tube; but in the second and third experiments, in which the immersion was greater, the rise exceeded this proportion considerably. More accurate experiments will, however, be necessary to determine the last point exactly: but at all events, the result of so many trials is in no case less than a space equal to half the depth of the immersion, or cavity formed in the water.

This Hydrostatical fact may be probably hereafter applied to other useful objects: the following application of it, however, seems sufficient in itself to render it worthy of some consideration.

Ships in their progress through the sea form a cavity in it, equal to the transverse area of their immersion multiplied by the velocity of their motion, which cavity is filled up by the water rushing in from below, and from the sides. It is evident the quicker this cavity is filled, the less will be the *wake* of the ship, or the proportion in which the water is depressed below the general level in the track of the ship: the less this depression is, the less will that resistance be to the velocity of the ship, which is caused by the uncompensated pressure of the more highly elevated water at the head; and, as it has been proved by the recited experiments, the water rushes in to fill up a cavity formed in it with more force and speed by the lateral excess being prevented, Mr. Boswell fairly concludes that a ship (having its *run* or angle of termination formed so as to prevent the lateral access of water to the cavity occasioned by its motion, and to cause this cavity to be filled up by water ascending from beneath solely, as much as is possible) would move with the greatest speed with a wind of a given force. This may be, in a good measure effected by forming the run of the ship, by sloping it entirely from the bottom upwards to the counter, and omitting all slopes from the side to the stern-post; the effect of this

will be encreased, if two pieces projecting like keels, are bolted along the run at the extremities of its sides parallel to the plane of the keel.

The operation of this shape, and of the projecting pieces, will be to give the ascending water an advantage at the first, which will enable it greatly, if not entirely, to overcome the retarding effects of the lateral flow. If the projecting pieces are extended along the bottom of the ship to where the rise of the bow commences, so as to form two additional keels, they would add much to the strength of the ship, make it take the ground more safely, and cause it to make less lee-way. It is supposed, at a rough estimate, that a projection of 12 or 14 inches would be sufficient for these pieces on any vessel under 300 tons.

In trying the experiment of the Hydrostatical fact, the bottom of the tube may be stopped in a simple manner by a valve, formed by a piece projecting at right angles from a rod, with soft leather cemented on it; by pulling up the rod with one hand, while the tube is held with the other hand, this valve is pressed against its bottom, and is instantly disengaged by pushing the rod downwards. This last motion should be performed as quickly as possible. The experiment may also be exhibited, if the tube is short, by merely stopping its upper end with the tip of the finger, which by confining the air prevents the entrance of the water. If the water is coloured, its rise in the tube will be plainer; and a small ball of cork, of a size to pass freely through the tube, placed in it previous to the immersion, will render the ascent of the water still more conspicuous.—Repertory of Arts.

NAVAL LITERATURE.

Ancient Alphabets and Hieroglyphic Characters explained; with an Account of the Egyptian Priests, their Classes, Initiation, and Sacrifices, in the Arabic Language, by Ahmad-Bin-Abubekr-Bin-Wahshi; *and in English by* Joseph Hammer, *Secretary to the Imperial* [Austrian] *Legation at Constantinople.—London, printed by* W. Bulmer *and Co. Cleveland-row; and sold by G. and* W. Nicoll, *Pall-Mall.* 1806.

SUCH is the title of an elegant volume in small quarto which has but lately found its way to our hands, (and we believe almost exclusively) although, as the date indicates, it has been published some years. We understand that for this scarce tract the European world is indebted in the first place to the munificent patronage of Earl Spencer and of Sir Joseph Banks, at whose expense principally we understand the publication to have taken place; next to the literary care of C. Wilkins, L. L. D. librarian to the H. E. I. C. whose zeal for oriental literature induced him to undertake the function of editor; and lastly, (though not least) to Sir Sidney Smith,

for his kind protection of the learned and amiable author, Mr. Hammer; who when a very young man, upon his travels for improvement, was introduced and recommended to Sir S. S. by his brother, Mr. Spencer Smith, H. M.'s minister at the Othman Porte, when the former was senior officer of H. M.'s ships employed in the Levant Seas. Under these auspices our author was enabled to prosecute his studies and researches in troublesome times with safety and success. One of the fruits of which was this curiosity; which it is not a little remarkable should have been almost a contemporaneous discovery with that of the *Soros* of Alexander, by Dr. E. D. Clarke,* which now decorates the British Museum. (These two distinguished literary characters having met as fellow-travellers in Egypt.) Thus while our countryman prevented the tomb of an antient hero from ornamenting the triumphs of his modern ape; our ally was no less zealously employed in seeking the possible key to the mysterious symbols with which that monument is covered. After this brief preliminary notice of the work, which besides the translation contains a complete edition of the original in Arabic characters, we shall refer our readers to the following extract from the translator's preface, for an idea of its contents:—

"The original of this translation was found at Cairo, where it had escaped the researches of the French *Savans*, who, though successful in collecting many valuable Oriental books and manuscripts, failed in their endeavours to procure a satisfactory explanation of the Hieroglyphics. Literary, as well as military, acquisitions excite great interest. After the harvest of the members of the French Institute, the less expectation there was of gleaning with success in the field of Egyptian literature, the greater satisfaction a discovery like this must give, and the more the acquisition of such a manuscript, equally new and interesting, deserves to be appre- ciated.

"The account of its contents and author is as follows:—The aut[illegible] lived a thousand years ago, in the time of the calif *Abdul Malik Bi*[illegible] *Marwan*. His surnames would be sufficient to prove that he was a *Caldean*[illegible], or perhaps a *Syrian* by birth, if he did not tell us himself th[illegible] *Nabathean*, a work treating on the hieroglyphics and secrets of [illegible] translated mother-tongue, the *Nabathean*, into Arabic.

"*Ali-Abdur-rashid Alba-kayi* informs us in hi[illegible] (extracts of which are given by citizen Marul in [illegible], Geography of Egypt in the year 225 of the Hejira, a book was f[illegible]ne Egyptian *decade*) that notice of the construction of the pyramids [illegible]ound in Egypt containing a [illegible]and other Egyptian antiquities,

* Professor of mineralogy in the [illegible] university of Cambridge, brother to the late Captain George Clarke, [illegible].N. and to the Rev. J. S. Clarke, which last is author of the History of [illegible] Maritime Discovery, and other works of merit.

written in unknown characters, and translated at last by a monk of the convent of *Calmoon*. This discovery proves to be coeval with the time our author wrote his book, which was finished in the year two hundred and forty-one.

" It is very likely that he had the means of perusing this translation of the monk.

" He deposited the original of the book before us (as we are acquainted by himself) in the library of the calif above mentioned. This prince (one of the most enlightened of his dynasty) rivalled his great predecessors *Haroon Arrashíd* and *Mámún* in the encouragement given to the progress of the sciences, and to the translation of mathematical and philosophical works from the Greek and Syriac into Arabic.

" *Chellabi-Zaadeh-Hadshi-Khalfa*, the great Oriental encyclopædist and bibliographer, gives us in his Bibliographical Dictionary an account of the works of our author, and mentions him as one of the most celebrated translators that ever enlarged the empire of Arabic literature by precious translations from foreign languages.

" Having thus made the reader acquainted with the merits of the author, it becomes necessary to say every thing that may be considered essential on the merits of the work itself; independent of the praises which have been bestowed on it by different Arabic authors, who never mention it without expressing the utmost regard for it.

" Though according to the Arabic title it is supposed to contain only the explanation of unknown alphabets, it gives beside a *key to the hieroglyphics*, and in the same chapter a curious *account of the different classes of the Egyptian priests, their initiations and sacrifices;* so that we may consider its contents under these three heads.

" Although it is difficult to say how many of the eighty alphabets herein decyphered may have been really used by nations, or how many letters in every one alphabet may have been disfigured and misrepresented either by the want of sufficient information in our author himself, or by the ignorance and blunders of the copyists; yet it is not presumption to assert, that real truth lies at the bottom of most of them, and that those which were not alphabets for common writing, were used as cyphers amongst different Oriental nations. The proof of which is evident from the circumstance, that some among these alphabets are used even at this day amongst Turks, Arabs, and Persians, as a kind of secret cipher for writing, without being understood by the generality. The commonest of them is the alphabet called by the author the *tree* alphabet.

" The first three *alphabets* of the first chapter, viz. the *Koufic*, *Maghrabin*, and *Numeral*, or Indian alphabet, are universally known.

" *Koufic* inscriptions are found through the whole extent of the ancient empire of the Arabs, in *Arabia*, *Persia*, *Syria*, *Egypt*, *Sicily*, and *Spain*.

" The *Maghrabin* or Andalusian alphabet is the common character used at this moment in *Morocco*, and throughout the northernmost part of Africa.

" The *numeral* or Indian character is known to every *true Arab* or *Per-*

sian, and to many *Europeans;* it is also known that in many of the Oriental languages, as well as in the Greek, alphabetical letters are used for numbers. The numerical signs, (called by us *Arabic*, and by the Arabs more properly *Indian* numbers) used *vice versa* for letters, form an alphabet, which is generally known, and particularly used in the *daftardám*, or *treasury office*, for accounts.

"The seven alphabets contained in the second chapter merit the utmost attention from every Orientalist. The *Hebrew*, *Syrian*, and *Greek*, are already known to us; the *Nabathean* and *Masnad*, or *Himyáric*, we have heard of in history; but the *Lacam* and *Cerrebian* alphabets are unknown even by name.

"The difference of the Hebrew, Syrian, and Greek letters from the usual alphabets of these languages may be, perhaps, mere mistakes of the copyist, but in spite of this conjecture, they deserve the closest examination, for the author, by birth a Caldean or Nabathean, must have been well acquainted with the original form of these alphabets.

"The *Himyáric* or *Masnad* alphabet is very often mentioned in Oriental and European books, but this is the first specimen which has appeared of it.*

"Whether the *Barrahi* alphabet is the alphabet of the people called *Barrabars*, or whether the *Lacami* alphabet is originally an Abyssinian one, are questions difficult to decide.

"The alphabets of the *third*, *fourth*, *fifth*, *sixth*, and *seventh* chapters, bearing the names of planets, constellations, philosophers, and kings, may be considered as so many Oriental ciphers, which, at the time they were collected in this book, were, perhaps, named after some celebrated men, to whom their invention was ascribed. The names themselves (as is commonly the case in all translations from a foreign language into Arabic) are so strangely altered and disfigured, that it was possible, in but very few cases, to guess the real meaning of them, and to translate them with the true original name.

"The *Mimshim*, antidiluvian, or primeval alphabet deciphered in the last chapter, is highly interesting; for it shows the transition of the hieroglyphics from being signs expressive of words to the signification of simple letters; and the existence of *such* a hieroglyphical alphabet is sufficiently proved by the observations made on old Egyptian monuments; it shows, at the same time, the different modifications of the old Syrian and Caldean alphabets.

"It is left to the reader to make the comparison between these characters and the known Oriental alphabets.

"We proceed now to the hieroglyphics called in Arabic *Hermesian alphabets*, from *Hermes*, who, according to Oriental history, was the first

* "As to the Himyáric letters, or those which are mentioned by the name of *Almasnad*, we are still in total darkness, the traveller *Niebuhr* having been unfortunately prevented from visiting some ancient monuments in Yemen, which are said to have inscriptions on them."

Sir William Jones's fourth Anniversary Discourse.

king of the ancient Egyptians. It is impossible to clear up entirely the darkness in which the history of this *triple Hermes* is involved. He is, however, evidently the *Hermes Trismegistus* of the Greeks, and possibly the same with the triple *Rama* of the Indians.

" The old kings of Egypt are comprehended by us under the general name of *Pharaohs*. The Oriental historians divide them into three dynasties, viz. 1. the *Hermesian;* 2. the *Pharaohs;* and 3. the *Coptic*, or properly *Egyptian* kings. To the first, and particularly to *Hermes the threefold* himself, they ascribe the tombs, catacombs, temples, palaces, pyramids, obelisks, sphinxes, and all the royal, funeral, religious, and astronomical monuments, which astonish the traveller in Upper Egypt. But incapable of distinguishing them, or of finding out their true appropriation, they believe all of them to have been constructed for the purpose of hiding treasures, of raising spirits, of telling fortunes and future events, of performing chemical operations, of attracting affection, of repelling evils, or of indicating approaching enemies; and they call them, according to these supposed purposes, treasure chambers, conjuring buildings, astrological tables, alchemical monuments, magical spells, talismans, and magic alarm-posts.

" The secrets of the contents of these monuments, or of the arts by means of which they were erected, were expressed, as they believe, by the hieroglyphics upon them, which being invented by *Hermes*, and kept secret by his descendants, were called the Hermesian alphabet. This idea of impervious secrecy is obvious in the expression come down to us of a thing being hermetically closed or sealed.

" This specimen of Oriental writers being known to us, it is difficult either to confirm or to contradict the explanation of our author.

" The most reasonable objections which can be made against the explanation of many of the hieroglyphics, is counterbalanced by the evident truth, that a great many of them are known to have been invariably used in astronomy and chemistry for expressing the same objects; if the meaning of some of them does not prove satisfactory, there are others, to the truth of which no important objection can be made. Such are the hieroglyphics mentioned to have been represented on the tombs for conveying to posterity the character, mode of life, and death of the person buried therein. The seven figures (see hieroglyphics, original p. 124) said to have been engraved on the tombs of men killed by violent death, show evidently the different modes of it: lightning, decollation, bite of a serpent, death by a hatchet, by poison, by a poniard, or by strangulation. The same concordance between the hieroglyphical sign, and the object meant, will be discovered by a close inspection of the four tables of hieroglyphics.

" It will be sufficient to mention here a single instance of original merit, and a true discovery made by this manuscript, viz. the name of one of the most interesting hieroglyphics, which, after the explanation given by the author, is evidently what *Kircher* calls *anima mundi*, but the ancient name of which never has yet been explained. It is written *Bahúmid*, and translated into Arabic by the word *calf*.

" It is superfluous to recall here to the memory of the reader the great

antiquity and mysterious sense of the idolatrous veneration in which this calf has been continually held. It is superfluous to repeat any thing that has been said on the worship of *Apis* in Egypt, renewed by the Israelites in the worship of the calf, and preserved at this moment in the mysterious rites of the Druses. Let us remember only a circumstance which shows wonderfully the concordance and relation of the name of *Bahúmád* and its translation.

" *Baf:met* or *Bahomet* is related in the History of the Templars to have been one of their secret and mysterious formulas, with which they addressed the idol of a *calf* in their secret assemblies. Different etymological explanations and descriptions of this word have been brought forward, but none surely so satisfactory as this, which proves that the Templars had some acquaintance with the hieroglyphics, probably acquired in Syria.

" If, therefore, the explanation of the hieroglyphics given in this book deserves attention, the account of the four classes of Egyptian priests, their initiation, and sacrifices, is no less interesting.

" In what a curious and new light do the catacombs of Saccara, containing the mummies of birds, appear by the account of those animals being embalmed at the initiation of the priests, wrapped up in a greater or lesser quantity of linen, and deposited in pits?

" How evident does it become that the Judaic law of the first-born being offered to the Lord on the temple's threshold, is of Egyptian origin?

" How interesting would it be to ascertain whether any of the thirty-two inscriptions seen by the author near Bagdad are actually to be found, or whether the shape of the letters of some pieces of poetry found by modern travellers in the neighbourhood of the ruins of Babylon, bear any resemblance to the *Chaldean*, *Nabathean*, *Sabean*, or *Cufic* alphabets? Certain it is that, though reason and fancy, truth and fable, may have contributed an equal share to the composition of this book, it must be considered notwithstanding as one of the most curious, the most interesting, and the most valuable manuscripts that have been found among the treasures of the East; and the translation, it is hoped, will be thought an acceptable gift to the curious and learned.

" Having lately found in the bibliographical work of *Hadji Calfa*, and in another Encyclopedia, some notices about the author of this Treatise, and some others of his works, I have judged that a transcript of them, with a translation, would not be uninteresting in this place.

" In the bibliographical and encyclopedial work of *Hadji Calfa*, entitled, *Elucidation of the Names of Books and Sciences*, we find under the article *Philosophy*, where the names of the most famous translators under the califs are enumerated, the following passage: *and* Ibn Wahshi *was employed in translating from the Nabathean into Arabic.*

" In another encyclopedial work, the title of which is, *The well-arranged Pearls of scientific Instruction*, we become acquainted with the titles of some other curious works translated by our author. *And among* the oldest books upon this science is the *Sidrat ul Munthi*, (*The Tree of Paradise*) *translated by* Ibn Wahshih *from the Nabathean.*

" In the same work, under the head *Natural Magic*, (which they distinguish from *Supernatural Magic*,) we are told that Natural Magic is divided into two branches, the first treating of the knowledge of the particular properties of plants, metals, animals, &c. and the second, of the composition and construction of artificial machines; after which the author says—*Among the books written on the first branch is that entitled Taafinât, that is Putrefactions, translated from the Nabathean by* Ibn Wahshi.

" Finally, under the head of *Science of Agriculture*, as the most classical of all books, is quoted *The Agriculture of the Nabatheans, a Translation of* Ibn Wahshih. A copy of this work, if I am not mistaken, may be found in the Bodleian Library at Oxford. See also Herbelot under the word *Falahat*.

" Since writing the above, I have discovered that this rare book was not unknown to Kircher, who in his work on the Hieroglyphics, under the first paragraph, *Occasio hujus operis*, says : " Quatuor lustra jam prope eguntur —quo—Romam ut in obeliscis Romanis specimen quoddam exhiberem hieroglyphicæ interpretationis, e Gallia vocor, cujus litteraturæ hucusque incognitæ ex pervetusto *Arabico codice* instaurationem me moliri fama ferebatur."

" And farther below in the same *epistola parænetica*, talking of his means and naming different authors, he concludes the enumeration by saying; "..quos inter principem sané locum obtinet *Aben Vaschia*." Then again, page 109, in the text naming his Arabic authors—" *Gelaledden*, *Aben*, *Regel*, et *Aben Vahschia* de culturâ Ægyptiorum, et libro de antiquitatæ vitæ, moribus, litteris veterum Ægyptiorum, quos penes me habeo, ex quibus haud exiguum ad Hieroglyphicum institutionem subsidium allatum est." And then : " Nam *Aben Wahschia*—primus Ægyptios libros in linguam Arabicam transtulit, quem nos Melitæ inter spolia Turcorum repostum singulari Dei providentiâ arabicum reperimus."

" Now though these quotations shew that the manuscript was not, as I supposed, unknown, yet they enhance the value of it by the worth attached to it by a man like Kircher. The same work is now I believe at Paris, where there has lately been a great talk of the manuscript alphabets at the imperial library transported from *Rome ;* which renders the publishing of it in England the more interesting. Kircher found his copy at Malta amongst the Turks, and I this at Cairo amongst the Arabs.

" The author mentions his having deposited this work in the treasury of *Abdolmelic*, in the year 214. Now the Khalif just named reigned in the middle of the first century of the Hejira, and unless there was a public establishment of treasury or library founded by that Khalif, and still bearing his name, wherein *Ibn Wahshi* may have deposited it in the year 214, long after the death of the Khalif, it is impossible to reconcile those dates, particularly as all my endeavours to find any where else the time wherein *Ibn Wahshi* lived, have proved fruitless."

If we venture to class this work under the head of Naval Literature, it is because of the opportunities naval officers possess beyond most other conditions of men, for pursuing comparative researches of this nature in

their extensive intercourse with all parts of the known world. We recommend, therefore, this subject to their investigation, as occasion may present itself, and shall be happy to record any of their observations in the NAVAL CHRONICLE.

NOTICE OF AN INTENDED WORK.

A GENTLEMAN is preparing for publication an historical narrative of the late war in the Levant, from 1798 to 1801, to be accompanied by picturesque views, marine scenery, and a map of the Othman empire. The author is already in possession of an abundant stock of materials, but is still desirous of consulting the log-book or other nautical journal kept during that period on board any of the following ships—Theseus, Tigre, Lion, Swiftsure, Camelcon, Transfer, or Alliance. He wishes for farther and the most impartial testimonies concerning the charges upon record against General Buonaparté, for the treatment of the Othman garrison of Yaffa, for that of his sick and wounded soldiers abandoned in the *depôt* on Mount Carmel, not forgetting the famous hospital scene at Yaffa on the retreat: he will be thankful also for the *loan* of any sketches, plans, or surveys; as well as for the communication of soundings, bearings of remarkable headlands, geographical positions determined astronomically, or other practical memoranda. The assistance of learned and scientific travellers, or of the officers of any of H. M.'s ships employed upon that station, and inclined to contribute towards the authenticity, and to promote the success, of such an undertaking, is earnestly and respectfully solicited by the author. For whom all such communications may be sent, under the address of OTHMANICUS, to the care of Mr. GOLD, publisher of the NAVAL CHRONICLE, at the office of the same.

MARINE SCENERY.

BREAKING UP OF THE ICE ON HUDSON'S RIVER.

MRS. GRANT, in her recently published work, entitled "*Memoirs of an American Lady*," describes the breaking up of the ice, in Hudson's River, as a most sublime spectacle; as an object that fills and elevates the mind with ideas of power and grandeur, and, indeed magnificence; before which all the triumphs of human art sink into contemptible insignificance.

"This noble object of animated greatness," says she, "for such it seemed, I never missed; its approach being announced, like a loud and long peal of thunder, the whole population of Albany were down at the river side in a moment; and if it happened, as was often the case, in the morning, there could not be a more grotesque assemblage. No one who had a night-cap on waited to pull it off; as for waiting for one's cloak, or gloves, it was a thing out of the question; you caught the thing next you, that could wrap round you, and run. In the way you saw every door left open, and pails, baskets, &c. without number, set down in the street. It was a perfect Saturnalia. People never dreamt of being obeyed by their slaves, till the ice was past. The houses were left quite empty; the meanest slave, the youngest child, all were to be found on the shore.

Such as could walk, ran, and they that could not were carried by those whose duty would have been to stay and attend them. When arrived at the *show-place*, unlike the audience collected to witness any spectacle of human invention, the multitude, with their eyes all bent one way, stood immoveable, and silent as death, till the tumult ceased, and the mighty commotion was passed by; then every one tried to give vent to the vast conceptions with which his mind had been distended. Every child, and every negro, was sure to say, "Is not this like the day of judgment?" and what they said every one else thought. Now to describe this is impossible; but I mean to account, in some degree, for it. The ice, which had been all winter very thick, instead of diminishing as might be expected in spring, still encreased, as the sun-shine came, and the days lengthened. Much snow fell in February; which melted by the heat of the sun, was stagnant for a day on the surface of the ice; and then, by the night-frosts, which were still severe, was added, as a new accession to the thickness of it, above the former surface. This was so often repeated, that in some years the ice gained two feet in thickness, after the heat of the sun became such, as one would have expected should have entirely dissolved it. So concious were the natives of the safety, this accumulation of ice afforded, that the sledges continued to drive on the ice when the trees were budding, and every thing looked like spring; nay, when there was so much melted on the surface that the horses were knee deep in water, while travelling on it; and portentous cracks, on every side, announced the approaching rupture. This could scarcely have been produced by the mere influence of the sun, till midsummer. It was the swelling of the waters under the ice, increased by rivulets, enlarged by melted snows, that produced that catastrophe; for such the awful concussion made it appear. The prelude to the general bursting of this mighty mass, was fracture, lengthways, in the middle of the stream, produced by the efforts of the imprisoned waters, now increased too much to be contained within their wonted bounds. Conceive a solid mass, from six to eight feet thick, bursting for many miles in one continued rupture, produced by a force inconceiveably great, and, in a manner, inexpressibly sudden. Thunder is no adequate image of this awful explosion.

When the bursting of the chrystal surface let loose the many waters that had rushed down, swollen with the annual tribute of dissolving snow, the islands and low lands were all flooded in an instant, and the lofty banks, from which you were wont to overlook the stream, were now entirely filled up, an impetuous torrent bearing down, with incredible and tumultuous rage, immense shoals of ice; which, breaking every instant by the concussion of others, jammed together in some places, in others erecting themselves in gigantic heights for an instant in the air, and seeming to combat with their fellow giants crowding on in all directions, and falling together with an inconceiveable crash, formed a terrible moving picture, animated and various beyond conception; for it was not only the cerulean ice, whose broken edges combating with the stream, refracted light into a thousand rainbows, that charmed our attention; lofty pines, large pieces of the bark torn off by the ice, with all their early green and tender foliage, were driven on like travelling islands, amid this battle of breakers."

NAVIGATION.

Journal of the Proceedings on board his Majesty's Sloop Peterell, Captain F. W. Austen, *Commander, between the 29th of May and the 22d of June,* 1800.

Days of the Week and Month.	Winds.	REMARKS.
May, 1800.		
Thursday, 29.	Variable.	Light breezes and variable winds, with occasional showers of rain. Received on board 30 supernumeraries for the Guillaume Tell and 8 for the Cormorant. At 5, anchored with the kedge, in 22 fathoms, Genoa Light-house, E. by S. 3 miles; received 7 tons of water. At 10, weighed and made all sail. A. M. light airs, the ship occasionally working to the S. E. At noon, Genoa Light-house, N. by W. 7 or 8 leagues, —Latitude observed 44 deg. 8 min. N.
	S.S.E.	
Friday, 30.	Variable.	Light airs and variable winds. At 3, spoke a Minorquin privateer, on a cruise: at 8, Port Venere, N. E. 5 or 6 leagues, A. M. light airs: at day-light passed a man of war brig, with a convoy, standing to the northward: ½ past 11, anchored with the small bower in 6 fathoms, in Leghorn Roads, the Light-house S. by E. 2 miles; found here H. M. ships Inflexible and Expedition.
	South.	
Saturday, 31.	Variable.	Light airs and cloudy weather. Employed completing our water and provisions: A. M. ditto weather employed as before: at 8 received the guard, per signal.
June.		
Sunday, 1	Southerly	Light breezes and cloudy weather. At 2 answered signal to chase; weighed, and made all sail: ½ past anchored (per order) with the small bower, as before: At 9, completed the water and provisions to 4 months, A. M. fresh breezes: at 5 weighed and set courses, and treble reefed top-sails, tacked occasionally, working out to the southward: at 6 the slings of the main-yard gave way, shortened sail, and anchored with the best bower: ½ past 6 the cable parted, made sail out to the northward, fitted new slings to the main-yard: at noon, fresh gales and hazy weather, Monte Nero, S. E. by S. 6 leagues.—Latitude observed 43 deg. 51 min. N.
	S.W.	

Days of the Week and Month.	Winds.	REMARKS.
June, 1800.		
Monday, 2	S.W.	Fresh gales and hazy weather, with a confused sea. At sun-set, Gorgona S. W. by W. 4 or 5 leagues, A. M. moderate and cloudy weather; made sail, set steering sails and royals: at noon, Monte Christo, S. S.W. 5 or 6 miles.—Latitude observed 42 deg. 32 min. N.
	Variable.	
Tuesday, 3.		Light breezes and hazy weather. Made and took in sail occasionally: at 10 passed 5 brigs standing to the N.W. A. M. ditto weather; at noon light airs and hazy weather; Monte Christo N. W. Gilio N. by E. Ganuto N. E. by E. 4 or 5 leagues—Latitude observed 42 deg. 9 min. N.
	Variable.	
Wednesday, 4.		Light airs and hazy weather. Employed shifting the sheet anchor to the starboard side, for a best bower: A. M. ditto weather; at day-light the land about Civita Vecchia, N. E. by E. 10 or 12 leagues.
	Variable.	Course from Monte Christo S. 39 deg. E. distance 83 miles.—Latitude observed 41 deg. 18 min. N. longitude in 10 deg. 59 min. E. Stromboli S. 54 deg. E. distance 82 leagues.
Thursday, 5	E.S.E.	Light airs, inclining to a calm. At 7 set steering sails; A. M. ditto weather: at 4 in steering sails, and braced up: at day-light the islands off Gaeta, from E. by S. to N. E. 10 or 12 leagues; saw 3 sail in the S. E. Course S. 28 deg. E. distance 66 miles.—Latitude observed 40 deg. 20 min. long. 11 deg. 40 min. E. Stromboli S. 63 deg. E. distant 63 leagues.
	Variable.	
	S.E.	
Friday, 6	E. by S.	Light breezes and hazy weather. Employed as necessary: A. M. inclining to calm: at noon ditto weather.
Saturday, 7.		Course S. 26 deg. E. distance 50 miles. Lat. observed 39 deg. 35 min. N. long. 12 deg. 9 min. E. Stromboli S. 74 deg. E. distant 52 leagues.
	Variable.	Moderate and hazy weather. Employed making wads: A. M. ditto weather: at 5 passed a fleet of merchant vessels, under convoy of 2 ships of the line and a frigate, standing to the N.W. at 5 saw Island of Stromboli, bearing S. E. 5 or 6 leagues: at 9 abreast Stromboli: at noon mo-
	S.W.	
	W.N.W	

Days of the Month and Year.	Winds.	REMARKS.
June, 1800.		
		derate and hazy weather, Stromboli N.W. 7 leagues.
Sunday, 8.		Moderate and hazy weather: at 1 saw the Faro
	N.W.	Light-house, bearing S. by E. 6 or 8 miles: at 2 took a pilot for the Faro: at 6 anchored at Messina in 20 fathoms, and steadied with the stream cable to the shore; boats employed watering and
	Variable.	getting wood: A. M. ditto weather; received fresh beef; employed as before.
Monday, 9.		Moderate and cloudy weather. ½ past 1 weighed
	N.E.	the best bower: at 2 cast off the warp, and made all sail to the S.W. at 7 Cape Moline, W.S.W. 6 or 7 leagues; A.M. light breezes and hazy weather: at 8 Syracuse S.W. 4 miles: at 11 anchored
	Variable.	in Syracuse in 9 fathoms, and sent the supernumeraries for the Guillaume Tell on board that ship.
Tuesday, 10.		Moderate and hazy weather. At ½ past 1
	N.N.E.	weighed and made all sail to the southward: at 8 Cape Passaro W. by S. 6 or 7 miles: A.M. light breezes and hazy weather: at day-light Cape Pas-
	Variable.	saro N. E. by N. 6 or 7 miles: at noon, light breezes and hazy weather, Cape Passaro N. E. ½ E. 6 leagues.
Wednesday, 11.		Light breezes and hazy weather. ½ past 4 saw
	South.	the Island of Malta, bearing W.S.W. 8 or 9 leagues: at sun-set the N.W. part of Goze W. ½ S. 4 or 5 leagues: A.M. ditto weather: at day-light saw three men of war at anchor off St. Paul's, and two under weigh near us; shewed our pendants,
	Variable.	which were answered by the Northumberland; answered our signal for the Captain: at 8 closed with the Northumberland, and shortened sail: at 10 the Captain returned, made all sail on the starboard tack: at noon moderate breezes and hazy weather; the town of Valette S. ½ W. 4 leagues: N.W. point of Goze, W.N.W. ½ W. Latitude observed 36 deg. 3 min. N.
Thursday, 12.		Moderate breezes and hazy weather. Saw a
	S.E.	sail in the S.E. standing to the N.E.: A.M. ditto weather, all sail set.

Days of the Week and Month.	Winds.	REMARKS.
June, 1800.		
	South.	Course from Malta N. 81 deg. E. 116 miles, lat. 36 deg. 14 min. N. long. 16 deg. 53 min. E. Cape Crio in Candia S. 81 deg. E. distant 116 leagues.
Friday, 13.		Moderate and hazy weather. Employed as necessary: A.M. ditto weather, all sail set.
	Southerly	Course N. 77 deg. E. distance 87 miles; lat. 36 deg. 34 min. N. long. 18 deg. 41 min. E. Cape Crio S. 75 deg. E. distant 88 leagues.
Saturday, 14.		Moderate breezes and cloudy weather. Variation per azimuth 16 deg. W. A.M. ditto weather,
	Variable.	a sail in sight to the N.E. got a lunar observation for the longitude. Course S. 82 deg. E. distance 35 miles; lat. 36 deg. 29 min. long. 20 deg. 52 min. E. Cape Crio S. 65 deg. E. distant 57 leagues.
Sunday, 15.		Light breezes and clear weather. Variation observed 15 deg. 30 min. W. A. M. ditto weather:
	Variable.	at day-light saw the coast of the Morea, bearing from E.N.E. to N.E. 12 or 13 leagues: at noon ditto weather; extent of the land E.N.E. and N.E. ½ N. 11 or 12 leagues.
	N.W.	Course S. 65 deg. E. distance 26 miles; lat. 36 deg. 18 min. N. long. 21 deg. 26 min. E. Cape Crio S. 63 deg. E. distant 45 leagues.
Monday, 16.		Light breezes and clear weather. A sail in sight in the N.E. standing to the eastward: A.M.
	N.W.	moderate and hazy weather: at 6 saw the Island of Candia, bearing E. by S. 8 or 9 leagues: at noon Candia from E. to N.N.E. 5 or 6 leagues. Latitude observed 35 deg. 7 min. N.
Tuesday, 17.		Moderate and hazy weather: at 4 Island of Goze E N.E. 2 or 3 leagues: A.M. fresh breezes
	N.W.	and hazy weather. Course S. 55 deg. E. distance 176 miles; lat. 33 deg. 27 min. N. long. 26 deg. 30 min. E. Alexandria S. 55 deg. E. distant 79 leagues.
Wednesday, 18.		Moderate and hazy weather. Variously employed: A M. ditto weather: at noon weather as before.
	N.W.	Course S. 54 deg. E. distance 127 miles: lat. 32 deg. 13 deg. N. long. 28 min. 32 min. E.

Days of the Week and Month.	Winds.	REMARKS.
June, 1800.		
		Alexandria S. 56 deg. E. distant 38 leagues.
Thursday, 19.		Moderate and clear weather. A.M. ditto weather: at day light saw the coast of Egpyt, bearing from S.S.W. to S.S.E. distant 7 or 8 miles, and a squadron of Turkish ships of war, at anchor to the E.N.E. tacked occasionally working up to them: at 9 the Captain went on board the Turkish Admiral's ship: at 10 returned, and made all sail to the N.E. at noon Island of Bequiez, S.E. by S. 7 or 8 miles. Latitude observed 31 deg. 35 min. N.
	N.W.	
Friday, 20.		Moderate and cloudy weather. Variously employed: A.M. ditto weather.
	N.W.	Course N. 77 deg. E. distance 107 miles: lat. 31 deg. 58 min. N. long. 32 deg. 36 min. E. Jaffa N. 87 deg. E. 44 leagues.
Saturday, 21.		Light breezes and clear weather. All sail set; employed working up junk: A.M. ditto weather; washed the lower decks at noon, weather as before.
	N.W.	
		Course E. distance 75 miles; lat. 31 deg. 58 min. N. long. 34 deg. 6 min. E. Jaffa E. $\frac{1}{4}$ N. distant 14 leagues.
Sunday, 22.		Moderate and clear weather. At 4 saw the land bearing E.S.E. 7 or 8 leagues: at 5 saw several large ships at anchor off Jaffa: at 6 shewed our pendants, which were answered by the Tigre: the town of Jaffa E. $\frac{1}{2}$ S. 10 or 11 miles.
	N.W.	

N.B. This paper strongly shews the want of cutters, schooners, luggers, or other small craft for the despatch service; as the Peterell had to call at two places on the passage with heavy articles, besides despatches.

PHILO NAUT.

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when prose avail'd no more.

FALCONER.

THE DUTCH WAR.

BY THE LATE CAPTAIN EDWARD THOMPSON.

ONE hundred tedious years, or more,
The gentle Dorset dipp'd
The classic pen, and shew'd such lore,
As ne'er at sea was shipp'd;
He sang in such melodious tone,
The Muses claim'd him for their own.

He sang to Britain's beauteous Fair,
Of Belgic wars at sea;
And caution'd them, with love and care,
Against inconstancy!
Alas! how much our fears must grow,
If maids were false so long ago!

What chaster Goddess shall I woo
In these degenerate days,
To bind up roses without rue,
And make my posies praise:
For hard the sailor's fate must be,
His love untrue, and he at sea.

With pity, see the States' decree,
For wars upon the main!
How can we fight, that are not free?
Love bound us with your chain:
Consider, girls, how weak our pow'rs—
You've got our hearts—pray send us yours.

Such charity will well become
The softness of your sex;
Or spite of cheering fife and drum,
Our ships will all be wrecks!
What harbour's open on the charts,
For sailors who have lost their hearts!

Men will exult at our distress;
But sure among the Fair
We may expect some kind redress,
Nor meet Hyænas there?
Then be ye true, as we are brave,
And British tars will rule the wave!

WASHING WEEK.

BY THE LATE CAPTAIN EDWARD THOMPSON.

(*Dated Kew, May* 25, 1765, *and addressed to Captain George Thompson.*)

IN this, dear GEORGE, we both agree,
(You bred in camp, I bred at sea)
That cleanliness is oft
A cursed plague about a house,
And always met our just abuse,
When young with Mrs. Croft.*

But to the beggar and the king,
Clean linen's a reviving thing,
Yet these our plagues don't reach;
The beggar strips with jocund morn,
In some quick stream, and on the thorn,
Spreads out his rags to bleach.

The king, great man, sends all his out,
Not caring for a single clout;
But what's more happy still,
He's not obliged to count the rags,
Nor stuff 'em into canvass bags,
Oh no—nor write the bill!

But Lord have mercy on us all!
Whene'er we wash all hands must fall
To something or another;
For Madam scolds and flies about,
Now up, now down, now in, now out,
Dabbling through wet and smother.

This cursed time all comfort flies,
At six she starts—come, Ned, come rise,

* An old, good lady, who kept a lodging-house in Beverley, with whom the author boarded, when at that school, under the Rev. Mr. Clarke.

And get the lines hung out!
Yes to be sure, my dear, I cry;
I dare as well be hang'd as lie;
For fear my dove should pout.

Breakfast is got, and whipt away,
(Because the washers want their tea,)
Before that I've half done;
The doors all open—linen spread,
The sky looks black—come hither, Ned,
Shall we have rain or sun?

My dear, you need not be in pain,
It does not look, I think, like rain;
Oh! then we'll hang out more—
When, lo! the words have hardly past,
When puff there comes a heavy blast,
And all must be rins'd o'er!

Then ten-fold comes the peal on me—
You ass, to be ten years at sea!
See, see, the linen, do!
I sneak away to have a smile
Snug, while I hear her all the while
Calling me black and blue!

From such unlucky storms of rain,
Nothing with me goes well again,
The dinner comes—and cold!
The meat, I cry, of soap-suds twangs,
Up Madam gets, the door she bangs,
And re-begins the scold!

But what still troubles more my mind,
Amidst such griefs, at once to find
The washer as she wrings,
Cracking some jest—then o'er the tub
Pauses awhile—and every rub,
With pleasure sweats and sings.

I hate, I must confess, all dirt,
And truly love a well-wash'd shirt;
Yet once a month this reek,
Is more than any one can bear;
But him I hate—pray make his share
A washing every week.

Naval Courts Martial.

TRIAL OF CAPTAIN KEITH MAXWELL.

MINUTES of the proceedings of a Court Martial, holden on board the Magnanime, in Sheerness Harbour, on Monday, November 13, 1809, for the trial of Captain Keith Maxwell, of his Majesty's ship Nymphen, on charges exhibited against him by Vice-admiral Wells, for contempt and disrespect to him as Port Admiral, and for retarding the service.

The Court was composed of the following Members:—

Captain James Bissett, of the Dannemark, President.

Captain Charles Rowley, of the Eagle.	Captain Somerville, of the Rota.
—— Robert Campbell, of the Nassau.	—— Sykes, of the Adamant.
—— William Selby, of the Owen Glendower.	—— Henderson, of the Champion.
	—— Andrew King, of the Venerable.

Mr. John Gunnell, Deputy Judge Advocate.

Captain Keith Maxwell begged that Vice-admiral Wells might attend the Court, to prosecute, if regular; but the Court answered, that they were to prosecute on the part of the crown, and that the attendance of Vice-admiral Wells was not necessary.

Captain Maxwell then objected to Mr. John Gunnell's officiating as Deputy Judge Advocate, in consequence of his being Secretary to the Vice-admiral, and one on whom he meant to call, as evidence; but the Court over-ruled the objection.

The charges against the prisoner having been read by the Deputy Judge Advocate, the following letter, (marked No I.) from Vice-admiral Wells to the Secretary of the Admiralty, was also read:—

No. I.

"SIR, "*Namur, at the Nore, 29th October*, 1809.

"I feel myself under the necessity of enclosing, for the consideration of my Lords Commissioners of the Admiralty, some letters I have received from Captain Maxwell, of his Majesty's ship Nymphen, since his liberation from arrest by their lordships' command. The two first appeared to me so extra official, I did not judge proper to forward them to their lordships, but Captain Maxwell's conduct, since that, has been so exceedingly extraordinary, I feel myself compelled to represent the case, and lay the whole before their lordships.

"Those parts of Captain Maxwell's letters which I entirely protest

against, I have drawn a line of red ink* to mark, and beg particularly to call their lordships' attention to; also to Captain Maxwell's conduct in his letter No. 3, from the shore, wherein he informs me his health is so bad from my cruel and oppressive treatment, (although he was dancing at an assembly the night before, apparently in perfect health) and presumes to propose, that his ship shall go in the morning to the Nore in the execution of my orders, without his being on board. I think it necessary to state, that when I received their lordships' commands to liberate Captain Maxwell, I immediately sent my flag-lieutenant on board the Nymphen for this purpose, and to say it was particularly by their lordships' direction. Since which period I have never had occasion to see Captain Maxwell, to send him any order, verbal or written, till Friday a written one to proceed in his ship to the Nore. His writing me a letter from his lodgings, complaining of harsh, oppressive, and unprecedented treatment, and proposing his ship to be taken to the Nore without him, I consider as treating me with contempt and disrespect in the execution of my office, as well as those parts I have marked with red ink. I beg to remark, the greater part of his letter demanding a court martial is utterly false, as well as extremely disrespectful to me. I sent Captain Shippard on board as captain of the Namur, where my flag is flying, and which can have nothing to do with the relative rank of Captain Maxwell. I have every reason to believe Captain Shippard did not conduct himself in the manner represented by Captain Maxwell, but by my orders enquired of him if he was prepared to proceed to the Nore, and that only. I also directed Captain Shippard to tell the 1st lieutenant I wanted to see him on service; he came accordingly, and was only questioned by me on one point in the presence of Captain Shippard. I had heard a rumour in conversation, that Captain Maxwell was at times deranged, and which I think his letters and conduct to me justify. I therefore thought it my duty, and lenient to Captain Maxwell, to endeavour to ascertain the fact from his first lieutenant; his being examined as to the public duties of the ship at my office, or by me, except on the single subject of Captain Maxwell's state of mind, is utterly false; although I would feel thoroughly justified had I thought it necessary to make any such inquiry. Although Captain Maxwell, in his letters to me (for correspondence I have none with him), talks much of zeal for the service, I never met with an officer more inclined to retard it, by quibbling and writing me unnecessary and disrespectful letters; sometimes threatening me with a court martial, at other times my captain, for obeying my orders in the established practice of the service. I must here remark, that the Nymphen was entirely out of the shipwright's hands the 10th October; and in my opinion, if Captain Maxwell had used common exertion, might have been at sea a week since, as the whole of her provisions went alongside of her this day week. Yet he told Captain Shippard yesterday that he was not ready to proceed. I enclose his daily progress of the 25th, 27th, and 28th, in the last of which their lordships may observe he is reported ready.

" I am therefore under the necessity of desiring a court martial may be held on Captain Keith Maxwell, upon the whole of the letters I have the

* The reader will find them placed in Italics.

honour to enclose, as well as a letter for a court martial, as the others, particularly those marked with red ink; the whole tending to treat me with disrespect, and to retard the service.

"I have the honour to be, Sir,

"Your most obedient humble servant,

"THOMAS WELLS,

"Vice-admiral."

After the above, the five following letters (marked No. II. No. III No. IV. No. V. and No. VI.) from Captain Maxwell to Vice-admiral Wells, were read:—

No. II.

"*His Majesty's Ship Nymphen, Sheerness, October 25th*, 1809.

"SIR,

"I have the honour to acknowledge the receipt of your verbal order by Lieutenant Molineux, informing me that the Lords Commissioners of the Admiralty had been pleased to restore me to my duty, and relieve me from a predicament the most unpleasant an officer of sincere feeling for the service could possibly be placed in: and for which I most humbly beg to present my most grateful acknowledgments for their lordships' consideration of a case in which all my devotion for the service could not induce me to think even necessary to trouble their lordships' with a single plea. My feelings as an officer sincerely devoted to the service have sustained much injury on the occasion; I therefore at the same time request you to forward my gratitude to the Admiralty, most respectfully solicit you would be pleased to adopt such means as you may see proper (in redress of so severe an injury) to recover my respectability as an officer, in the eyes of my brother officers and others, and particularly so in the ship I have the honour to command, which has ever been my highest pride and sole object of all my actions. I should be loth to inconvenience the service by *urging* the trial of either myself *or others* by court martial; but I hope you will have the goodness to ask their lordships' consideration of the redress they may be pleased to judge fit.

"Having the honour to be, Sir,

"Your most obedient humble servant,

"*Vice-admiral Wells.*" "KEITH MAXWELL."

No. III.

"*His Majesty's Ship Nymphen, October 26*, 1809.

"SIR,

"In consequence of Captain Shippard's official visit this morning, requiring the precise meaning of the word *others*, in the sentiment expressive of my reluctance to trouble or inconvenience the service by court martials, in the letter I had the honour of addressing to you yesterday, and which cruel necessity had imposed as a duty due to my feelings as an officer, and to those of my family connexions, and every one interested in my reputation, welfare, and character, as an officer.

" I beg to state, according to your commands, and to remove all ambiguity in the expression of the word others, *I meant you*, in consequence of the extreme *cruel and oppressive treatment in superseding me* in the command of my ship, when absent on Admiralty leave of absence, and on my return, only two days after the expiration of the time, after having used every exertion in my power to join, placed in the degrading situation of arrest, without your applying for a court martial, *and released again without any public investigation* into the circumstances occasioning such disgrace, *much aggravated by the manner* and the unfortunate time of its happening. I should not have accepted of my release, but for the prevailing sentiment expressed, that of my reluctance of occasioning the smallest inconvenience to the service; besides, I was informed by the officer who brought me your orders, that you had not applied for a court martial, but had merely reported the act to the Admiralty, which their *Lordships had been pleased to disapprove of*, and order me again to my duty; I therefore resumed the command of the Nymphen again, in obedience of a command from their lordships, conveyed to me through you, my sense of which I begged to acknowledge, but could not help at the same time offering a respectful remonstrance on the injury such *violent measures* had inflicted on my feelings, character, reputation, and every thing dear to the feelings of an officer, whose whole life and mind has been sincerely attached and devoted to the service of his King and Country; and to be (on the very day when every loyal subject in the kingdom is celebrating the long life of their gracious sovereign with joyful hearts) placed in the predicament of a culprit deriving benefit from the occasion, as well as prevented from participating with my brother officers the loyal and joyful sentiments such an occasion was worthy of, in celebrating a King I would hazard a thousand lives in serving faithfully.

" My feelings have been severely wounded, my respectability as an officer injured in the eyes of the officers and ship's company I have the honour to command; consequently, the discipline and service have suffered on account of a circumstance that my conscience cannot revile me with the slightest sensation of even a neglect of duty. Had you been pleased to demand my reasons in writing, for being two days after my Admiralty leave had expired, I flatter myself I should have rendered such as would have perfectly satisfied you on the subject, or the severest judges of such a circumstance; but I did not wish to make a verbal exposition of affairs, and many circumstances appertaining to my detention from the spot, before Captain Shippard, *an entire stranger*; though I should be proud to exhibit them before a court martial, if the Admiralty or yourself thought it necessary.

" In respect to a court martial on my commander-in-chief, I should assuredly feel extremely distressed in the necessity of asking for one; but I most respectfully appeal to your own justice, and that of the service, if some slight reparations for such injuries as those complained of are not due, particularly *as the service did not suffer the slightest inconvenience* for the alleged absence without leave, on which account I sustained them. My

principal wish and anxiety is not to inconvenience the service on any account, notwithstanding the serious grievance I have to complain of: but merely to obtain such redress as the adoption of some measure calculated to restore the respectability of my office, may produce. This I again most respectfully beg to urge their lordships, in consideration of past service and exertions for its welfare, would be pleased to grant.

"Having the honour to be, Sir,

"Your most obedient and very humble servant,

"KEITH MAXWELL."

"*Vice-admiral Wells.*"

No. IV.

"SIR, "*Sheerness, October 27th*, 1809.

"As I cannot have the honour of waiting on you myself, or sending any communication through Captain Shippard, I am sorry to be under the necessity of stating, that the degraded sensations and feelings of an officer devoted to the service, arising from the *harsh, oppressive, and unprecedented treatment* I have experienced since my return from leave of absence, has so much preyed on, and injured my health, as to render me unable to go on board to carry the ship to the Nore in the morning in execution of your orders, or indeed to execute my duty with any spirit or alacrity, until I know the fate of my applications for remunerations of the 25th and 26th dates. I therefore, that the service may experience no impediment or inconvenience, have *given proper directions for the ships proceeding to the Nore*; but hope you will permit my personal attendance to be dispensed with, for the reasons stated.

"I have the honour to be,

"Your most obedient humble servant,

"*Vice-admiral Wells.*" "KEITH MAXWELL."

No. V.

"SIR, "*His Majesty's Ship Nymphen, October 27th*, 1809.

"I am quite aware of the deficiency of form of addressing a letter on service from the shore to you, but as Captain Shippard, when he delivered a verbal order of arrest, *under most irregular circumstances*, he also communicated your permission to be on shore, which I accepted of, on account of the very feelings I have already expressed my distress under; the same induced me to endeavour to draw your attention to the applications I made to you on that subject before I carried duty on personally on board. I therefore, finding Captain Shippard had not returned from the Namur, and no hope of seeing yourself, took the liberty of addressing you from the shore, on a subject I cannot but feel of moment to my future management of the service that may be committed to my charge. Your orders are, and always will be obeyed.

"I am, Sir,

"Your most obedient humble servant,

"*Vice-admiral Wells.*" "KEITH MAXWELL."

No. VI.

" *His Majesty's Ship Nymphen, Sheerness,*

" SIR, *28th October*, 1809.

" Understanding that it is your intention I am to proceed to sea immediately, and having received in part the Nymphen's deficiency of compliment 26 men, with the rating of able seamen placed against each name, and considering the great deficiency of petty officers, and able seamen to execute the respective necessary duties of the ship, and having understood none of the said men have ever been in the navy. I consider it highly necessary for the safety of the ship to examine into their qualities before I venture to proceed to sea.

I have therefore, with the assistance of my officers, most minutely examined into their various qualities as seamen, and find only nine men fit for able, those very indifferent; the others are as stated in the enclosed list, signed by myself and officers, whom I called to my assistance, in which some of them will be seen to be perfectly unserviceable.

" I have therefore to request you will be pleased to order a regular survey to be held, that I may be enabled with the utmost promptitude to execute any orders you may be pleased to issue.

" And I beg also to state that his Majesty's ship Nymphen, under my command, remains fifty-three seamen, and three marines, short of complement.

" I have the honor to be, Sir,

" Your most obedient humble servant,

" *Vice-admiral Wells.*" " KEITH MAXWELL."

[The inclosure, alluded to in No. VI. is in substance as follows:—Nine able seamen; one landman; three, by the surgeon's inspection, unfit for service for some months; one, troubled with fits; one, invalided from the Galatea; one, ditto, from the Diligence; one, a Dane, and unwilling to serve; one, afflicted with the king's evil, scurvy, deafness, &c. one, under age; two, Swedes; one, an attorney's clerk; and one, discharged from the Namur.]

Captain Maxwell having admitted the above letters to be of his writing, all the witnesses were ordered to withdraw, except Captain Shippard, who was first sworn and examined.

Captain Shippard deposed, that he waited on Captain Maxwell, by Vice Admiral Wells's order, on the 26th of October, to require an explanation of the words " and others," marked with red ink, in No. II; that much conversation took place; that Captain Maxwell said, let the expression speak for itself, it may embrace a great many others, it may be the Admiral; but that Captain Maxwell afterwards offered to alter the expression, or to write another letter, as he meant nothing disrespectful.—Captain S. also waited on Captain M. on the 28th of October, to know if his ship were ready for sea, and was answered in the negative. He had no recollection of

saying any thing disrespectful of Capt. M. Pursuant to the Admiral's order, he desired Capt. M. to send his first Lieutenant to the admiral's office. He knew of nothing tyrannical or oppressive on the part of the Admiral towards Capt. M.; but on the contrary, that he would have been willing to drop the subject, had his official situation allowed it. He saw Capt. M. at an assembly, on the evening of the 29th of October. He could not speak as to his health. On the 28th he saw no appearance of ill health. On that day, Capt. M. asked him to go below, and shewed him a list of petty officers, which he wanted to complete his crew. Witness told him, he wished he had shewn it to him before he went off on the preceding day, Capt. M. assigned, as his reason for not being ready for sea, his want of men, and other things. Witness told Capt. M. that his men had been ordered. It was his wish to conciliate Capt. M. not to wound his feelings. From a cursory view, the ship was completely ready for sea. He knew of no instance of Capt. M.'s retarding the service, beyond what was before the Court.

Lieut. James Molineux was next examined. He waited on Capt. M. on the morning of the 25th of October, to apprise him, that his arrest was removed by order of the Admiralty. Capt, M. complained to him, that his mind had been much disturbed, in consequence of being placed under arrest, and that he thought the Admiral's conduct towards him had been very harsh. Capt. M. was in bed when he called upon him, but he did not perceive that he was unwell. Capt. M. sent for him afterwards, in the course of the day, and wished him to take a verbal message to the Admiral, which he declined. The purport of the proposed message was, that Capt. M. wished for some kind of an apology (as the witness conceived) to read to his ship's company when he went on board. Capt M. expressed a wish to see Capt. Shippard: but Capt. S, declined going, as he was dressing for the Admiral's dinner. All the Captains were invited to dine with the Admiral, on the 25th, except Capt. M. Witness recollected Capt. M. complaining of a head-ach, and of having had a restless night, on the morning of the 25th. He knew of no instance of the prisoner's retarding the service; nor had he ever heard him threaten the Admiral, or Captain Shippard, with a Court martial, or speak any way disrespectfully of the Admiral.

Lieutenant Pryce, First of the Nymphen, examined.—Witness deposed, that he was ordered on shore by Captain Shippard, on the 23th of October, and questioned as to the internal regulations of the ship, by the Admiral. Admiral Wells told him, he had received several strange letters from Capt. M. which led him to think that he was not altogether right; and asked the witness, if he had seen any thing strange in him during the last fortnight. Witness answered, no; he thought all Capt. M.'s orders, with regard to the equipment of the ship, were for the benefit of the service. Witness had stated to the Admiral, in answer to a question on the subject, that the Nymphen was a number of men short; as nearly as he could recollect, 36; but that there were men enough to carry the ship to the Nore; and that, though Capt. M. had said, that his ship was not ready for sea, he in-

tended to obey the Admiral's orders, the moment that the weather would permit.—Witness called on Capt. M. at his lodgings, between 10 and 11, on the morning of the 25th of October, Capt. M. then appeared very unwell; apparently afflicted with lowness of spirits: he excused himself from dining on board, in consequence of ill health. Wind and weather permitting, the ship was perfectly ready to proceed to the Nore, on the morning of the 28th. The general conduct of Capt. M. was far from that of retarding the service. He did not think that Capt. S. when on board the Nymphen, treated Capt. M. as one brother officer would treat another. Witness had admitted to Capt. M. that he never saw an officer so ill treated in his life. He had never heard Capt. M. utter a disrespectful expression against Admiral Wells or any other superior officer whatever. Capt. M. had made every preparation to drop the ship out of the harbour, by half past 4 o'clock on the morning of the 23th; the ship was then perfectly ready; and as the fog was so thick, that Capt. M. could not get a pilot off, he even endeavoured to induce the master to take charge of her.

The Court here adjourned to the following day (Nov. 14) when, after it had assembled, Mr. W. A. Dalziel, the assistant surgeon of the Nymphen, was examined.

Mr. D. attended Capt. M. at his lodgings on shore, on the 26th of October. The first time that Capt. M. came on board, after the Jubilee, he prescribed for him, as he had a violent head-ach, attended by giddiness. He believed the head-ach continued some days. He supposed Capt. M.'s illness to proceed from fatigue, intense thought, and want of rest.

John Macdonald, Capt. M.'s steward, deposed as to the illness of Capt. M. on the 27th of October. He kept his bed most part of the day. Capt. M. dined at home, alone, on the 25th, he then appeared ill, and depressed in spirits.

The evidence in support of the prosecution having been now gone through, the Court adjourned till the following morning (Nov. 15.) In consequence of a letter from the prisoner, requesting further time to prepare for his defence; the Court then again adjourned till Nov. 16, when the following address from Capt. M. was read by the Deputy Judge Advocate: —

Finding myself placed in a predicament, my integrity of heart, my conscious rectitude of conduct in the service, and zeal for its welfare, induced me to believe almost impossible to happen, that of being placed on my defence before a court martial, on charges of disrespect and retarding the service; but perceiving insinuations and complaints thrown out nearly tantamount to direct charges, and though not exactly so, I conceive of much more consequence than those that are, as aiming a fatal blow at all my future prospects in the world, by exciting the suspicion of those around me of my unfitness for office, and tending to undermine and withdraw from me the confidence of the government, whom I have hitherto had the honour of serving with credit. Every member of this court, I presume, will perceive how easily so pernicious a weapon may be used against himself, and how

fatally it must tend to operate, when used by the hands of power; it therefore becomes necessary to adopt the most systematic mode of defence.

In the first place, being anxious to establish some degree of credit on the minds of the court, to the various statements I may have occasion to make, which must have suffered so much from the impeachment of Vice-admiral Wells, contained in the letter of complaint against me, I shall beg to call evidence in proof of the authenticity of the letter requesting a court martial on myself; but particularly so in respect to those parts which appear to be pronounced utterly false; which I trust I shall not only prove to be truth, but truth related in the most moderate and respectful language.

I now proceed to observe, that I addressed my first letter to Vice-admiral Wells, in the hope that he would have taken into consideration the propriety of the request therein contained, and the necessity of having my respectability restored to the eyes of my officers and ship's company, which had been so much degraded by the vice-admiral's treatment; I requested most respectfully that my letter might be laid before the Right Honourable my Lords Commissioners of the Admiralty, expressing the grateful sense I entertained of their lordships' kindness in releasing me from the degrading situation of arrest, and that it might be conveyed to their lordships by my commander-in-chief. This was my sole motive. No sentiments of disrespect influenced my conduct, and the word "others," to which the vice-admiral has so particularly called the attention of the Admiralty, was not meant to convey the least disrespect to him. I offered to alter it. My second letter was drawn from me by Captain Shippard's irritating and supercilious manner. I am well aware that it will be difficult to prove Captain Shippard treated me in an overbearing and contemptuous manner on this occasion: but I trust the Court will believe my solemn assertion of the fact, that that officer's conduct to me was never guided by that delicacy which was due to an officer of superior rank, and consider as a proof, that he extorted my second letter from me by his irritating manner of addressing me. By the testimony of all my officers that were on board the Nymphen, he treated me invariably with marked contempt, and in the most disrespectful manner reiterated his interrogatories, to which I had given the most decisive and satisfactory answers.—I addressed my second letter to Vice-admiral Wells under the impression that he was not disposed to pay the least attention to my first appeal to his justice, as manifested in Captain Shippard's visit, who informed me that the Vice-admiral was determined not to lay my letter before the Admiralty, according to my request, nor allow me to withdraw the same, or substitute another word for "*others*," the *only part* which he was pleased to object to. I shall now call the attention of the Court to the particular circumstances attending my second appeal to the Admiral's feelings. In the first place, my respectful application for redress was unanswered. I was told it would not be forwarded to the Admiralty, and was thereby deprived of the hope I indulged of obtaining redress from their Lordships. What could I do! placed in so degraded a situation? but venture a second respectful remonstrance.

I must here observe, that though released from arrest, and thereby restored to my rank in society, I was not invited with the rest of my brother-officers to the public dinner, which Vice-admiral Wells, as Commander-in-Chief, gave on the occasion of the Jubilee.—Did not this clearly evince private animosity?—Moreover, I must also assure you that it was not, as is falsely imagined, *expediency of service* which induced the Vice-Admiral to appoint Captain Godby acting commander of the Nymphen; for the Commander-in-Chief was well aware of my being at Chatham, actually on my way down, and hourly expected on board. I hope and trust the Court will, on this occasion, feel I was treated in such a manner as must naturally produce much irritation of mind. It was at that moment, when such particular circumstances came upon me, that I ventured on a second appeal to the Vice-admiral's justice. If even a single sentence be esteemed by the Court disrespectful, I flatter myself they will do me the justice to believe that I was not aware it was possible so to construe them: and I trust the Court will make due allowance for the warmth of the moment, and bear in mind, that by the testimony even of the witnesses on the part of the prosecution, I never directly or indirectly spoke disrespectfully of the Vice-admiral, or treated him with contempt. I had many conversations with Captain Shippard, but never an expression escaped me which could be construed otherwise than most respectful to the Vice-admiral. My application to remain on shore may have been inadmissable, but, surely, my making a request to the Vice-admiral was no crime! But as he has also noticed the circumstance, I must state in my own justification, that I was really unwell: that my mind, occupied incessantly with one subject, was much harrassed, and that that sentence "*I had given proper directions for the ship's proceeding to the Nore*," was meant only to imply, that I had given such directions, and made such arrangements that the service would not suffer by the Vice admiral's complying with my request. The arrangements were merely keeping a boat on shore in order to carry me off in the event of the Vice-admiral's refusing his sanction to my application to stay on shore. I immediately sent to the master-attendant to order a pilot to take the ship to the Great Nore, agreeably to the Commander-in-Chief's order. The moment I received the Admiral's order in reply to my application, I went immediately on board, and as soon as the pilot could move the ship I proceeded to the Nore. My fourth letter was to account to the Vice-admiral for addressing him from the shore. I could not see him, nor send a message to him by Captain Shippard, and I did not conceive the Vice-admiral would be displeased with my doing so. I shall prove that I was placed in arrest under very irregular circumstances; and, with permission of the Court, I will briefly state the irregularity to which I allude. Captain Shippard seemed, from his manner and conversation, to have the discretionary power of receiving an apology or not. Captain Shippard gave no charge to the first lieutenant until requested by me; and, moreover, the order for Mr. Pryce to command the Nymphen, was not given to him for several hours after; and I presume that the Court, equally with myself,

will esteem it irregular to give to a junior officer the discretionary power of placing me in arrest or not. Having thus fully offered to the consideration of the Court my defence in consequence of the charges preferred against me by Vice-admiral Wells, I shall now proceed to explain the nature of the ill-treatment of which I complain, and which urged me to appeal to the Admiralty, and finally apply for a Court-martial on myself for being absent, in order to have an opportunity afforded me of clearing my character from the aspersions of Vice-admiral Wells, and evince to the world that I was undeserving of the stigma which the ill-treatment I was daily experiencing could not fail of affixing to my character. I appeal to the Court, if putting an acting captain into my ship, knowing that I was on the station, and actually on my way down, the Nymphen 89 men short of complement, and in harbour, was not treating me harshly, as well as the placing me under an arrest the moment I returned, without affording me an opportunity of explaining the particular circumstances which led to my being absent. I had received an order from the Admiralty to prepare Telegraphic Signals, as soon as possible, for the Channel and North-sea Fleets: It was this important service which led me to go to town, detained me there, and has unfortunately placed me before this Court. I conceived myself treated with neglect, which I felt I did not deserve, in not being invited by the Vice-admiral as before stated, as well as his refusing to convey my acknowledgments to the Admiralty for their Lordships having been pleased to release me, as well as reparation for the injury I complained of, as set forth in my letters. Moreover, I must call the attention of the Court to the circumstance of my being 89 men short of complement, and my having 26 men as able, sent me, 13 of which have since been disrated by survey, and some of the others recommended as fit objects for invaliding. These are the men, from whom I was informed by Captain Shippard, that I must select my Petty-officers. Was it not cruel then to continue irritating and oppressing me? When I felt satisfied in my own conscience, that had an explanation been demanded of me for being absent, (which first led to my being so persecuted) it would have redounded to my credit. Above all, I beg most earnestly to call the attention of this Court to the vile insinuations which have gone forth to injure my public and private character. I complain, and I flatter myself this Court will admit with reason, of the interrogatories put to Mr. Pryce, as destructive of the discipline of my ship. The Vice-admiral, in his letter for a Court-martial, asserts that my statement was utterly false, and endeavours to justify his insinuations by my conduct, and cites my letters as proof thereof. They are before the Court. I shall refrain from animadverting upon them, but shall submit them with the fullest confidence to the consideration of the Court.

Placed in the particular situation in which I am, I trust the Court and the world will pardon my touching on past services, and recalling to the recollection of my brother-officers the events which have attended my career in the British navy; and I trust the documents which I shall produce, will fully and entirely refute the observations contained in the

Vice-admiral's letter, as touching my want of zeal in the service of my King and country. I have served faithfully, and almost actively, 20 years, during which time I have been placed under the immediate command of the most distinguished officers, whose perfect approbation I have ever been so fortunate as to obtain, and whose flattering testimonials in my favour I beg to lay before the Court, on whose consideration I most earnestly beg to press how much I have at stake. My Reputation, hitherto unimpeached, and the most valuable consideration, my family connections, led me to seek redress for the injustice of which I complained; and that my case is most particular from the circumstance of the Vice-admiral refusing to lay my first Representation before their Lordships, denying me access to him, and the only communication I could have with him through an officer who was treating me with much unbearable disrespect. I deeply lament I ever was induced to write the letters in question. I repeat, I could obtain no access to the Vice-admiral, and was compelled to have recourse to my pen. I certainly meant no disrespect. My letters are couched in the language of complaint. I wrote them with a full heart. And I again repeat, that Captain Shippard's conduct to me was the sole cause of my addressing a second letter to the Vice-admiral. The Justice which I owe to myself, and what I feel is due to my family connexions, has induced me thus fully to meet the charges preferred against me; And I have now only to offer my best acknowledgments to the Court for their patient hearing and the Indulgence which I have experienced.

KEITH MAXWELL.

The reading of Captain Maxwell's address having been finished, Lieutenant Pryce was examined by the prisoner.—The witness stated, that, between 2 and 3 o'clock, on Sunday the 22d of October, a signal was made for a Lieutenant, and the master was sent to answer it, with orders to say, should he be asked if Capt. M. had returned, that he was at Chatham, and was expected every moment. About 3, the boat returned, with Capt. Godby, having been appointed by Vice-admiral Wells Acting Captain of the Nymphen. Between 7 and 8 Capt. M. sent off to the witness, from the Fountain. Witness apprised him of what had happened. About 8 the next morning, Captain Shippard came on board, and placed Captain M. under arrest. Captain M. desired the witness to keep it as secret as he could from the ship's company, and to let the duty of the ship be carried on as before. Between one and two o'clock, witness received an acting order from the Vice-admiral, to command the Nymphen. Witness waited on Captain M. at his lodgings, on the morning of the 25th. with the weekly account of the ship. He had every reason to believe, that the Vice-admiral knew Captain M. was on the spot, before Captain Godby was appointed to the ship.

Mr. John Hales, master of the Nymphen, was next examined.—Witness answered the signal for a Lieutenant, and reported Captain M.'s being on the spot, before Captain Godby's appearance at the Admiral's office. Witness was on the quarter deck when Captain Shippard came on board, on

the 28th of October. From the manner and gestures of Captain S. he supposed him to be displeased, and to be reprimanding Captain M. The boatswain and quarter-master also remarked the behaviour of Captain S. Witness never saw such a draft of men, as was sent on board the Nymphen. Witness never knew greater attention paid to the duties of the service, than by Captain M.

Mr. Sarell, purser of the Nymphen, deposed that, from the manner of the conversation between Captain M. and Captain S. on the morning of the 28th of October, he thought there was something unpleasant. It was generally remarked in the ship, that Captain M. had been ill treated. Capt. S. conducted himself differently from what he had seen Captains in general do.—The Court adjourned.

On the following morning, (Nov. 17,) Lieutenant the Hon. William Somerville was first examined. His evidence related chiefly to the general good and zealous conduct of Captain M.

Mr. Ralph, boatswain of the Nymphen, described Captain Shippard's manner, in conversing with Captain M. by saying he moved his arms as if he was laying something down of the greatest consequence, Captain S. appeared to behave in a haughty, imperious, and unbecoming manner. Capt. M. seemed perfectly cool and collected,

——Hayes, quarter-master of the Nymphen, deposed to a similar effect. Captain S. appeared very angry, and to be correcting Captain M. rather than talking as an officer, and in a gentleman-like manner.

Lieutenant Molyneux was examined. Witness had reported to the Vice-admiral, from the master of the Nymphen, on the 22d of October, that Captain M. had been seen at Chatham, and was expected down that afternoon. When he visited Captain M. on the afternoon of the 25th of October, Captain M. mentioned nothing respecting a Court martial on any officer. When the witness took a verbal message of arrest to Captain M. on the 31st of October, Captain M.'s manner was perfectly respectful towards the Admiral.

Captain Jones's evidence was unimportant.

Captain H. H. Christian deposed as to Captain M. having frequently expressed his regret to him, at being obliged to write the letters which he had written to the Admiral, in consequence of his first not having been forwarded to the Admiralty. He never heard Captain M. utter a disrespectful word against the Admiral. Witness recollected Captain M.'s illness, he was lying in bed while writing his second letter. Captain M. attributed his illness to the Admiral having appointed Captain Godby to the Nymphen, and put him under arrest.

William Williams, a marine, heard Captain S. talking in a very sharp and severe manner to Captain M.

Captain Christian was again examined. He went on board the Nymphen, at 5 o'clock on the evening of the 28th of October, in the Flag-Lieutenant's boat. He did not go officially; but was requested by the Admiral to go to Captain M. to prevail upon him to admit that he had been intemperate in writing to the Admiral, urging a court martial. Admiral W. told the witness he should feel obliged to him if he would settle the dispute, conce.v-

ing that he would be doing Captain M. a great kindness at the same time, as courts martial were very dangerous things, and he should be loath one should take place. Captain M. told the witness that it was too late: if he had come in the morning, all might have been avoided, and then his feelings would not have been so deeply wounded. Captain M. said, that Captain Shippard's conduct had rendered it impossible for him to proceed any longer without a public investigation.

Captain Shippard again examined. He did not recollect hearing Captain M. tell the Admiral that he had rather give his reasons in writing, for not returning to his ship within the time. He heard him say that he had good reasons. When he visited Captain M. he had positive (not discretionary) orders to put him under arrest, and to leave the ship in charge of the first lieutenant.—The Court adjourned.

On the 18th, Captain Shippard was again examined. Witness never observed any thing in Captain M.'s manner indicative of derangement. On the evening of the 28th of October, when witness was sitting in the room at the tap, with Captain Christian, Captain M. came in. Witness got up, and offered him a chair; but Captain M. immediately said, "No private intercourse can take place between us; I mean to try you by a court martial; indeed I have written the letter to that effect, for imperiously giving orders on my quarter-deck."—Witness told Captain M. that he was mistaken; that he had only acted in obedience to orders; and that he was ready for a court martial. Witness never received orders to probe into the duties of the Nymphen, beyond those which had been stated. Witness understood that, after Captain M. had been put under arrest, it was not the intention of the Admiral to confine him to the ship.

Captain Christian was again examined, as to the conversation between Captain M. and Captain S. at the tap. He did not consider the conversation as official; as nearly as he could recollect, Captain M's. words were—I ought to try you by a court martial.

Lieutenant Pryce was again examined; after which the court adjourned to Monday the 20th of November.

The court having assembled, on Monday morning, Mr. Gunnell (the Deputy-Judge-Advocate, and Secretary to the Vice Admiral) was examined. ——Witness recollected the prisoner calling once or twice at the office, while writing his letters to the Admiral, and expressing a wish to see the Admiral. Recollected visiting Captain M. at his lodgings, on the 25th of October, when Captain M. expressed a wish that the witness could induce the Admiral to grant some kind of document, to give him respectability in his ship again, after the treatment which he had received.

Vice-Admiral Wells examined.—Witness recollected Captain Shippard saying, that Captain M. offered to write another letter, or to change the word, *others*, but that his conversation ended with saying, *let the word stand for itself*. Witness did not direct Captain S. to inform Captain M. that his first letter would not be sent to the Admiralty. Witness gave Captain S. no discretionary powers, when he sent Captain S. on board the Nymphen, on the 26d of October. Lieutenant Pryce was not questioned by

Witness, as to the public duties of the ship. Witness did not know that Captain M. was on his way to join his ship, when he appointed Captain Godby to the Nymphen. He conceived that the men, ordered to complete the Nymphen, were ordered four or five days previously to her going to the Nore. Witness told Captain S. on the morning of the 28th of October, to go on board the Nymphen, and look about him, and see if the ship was fit to go to the Nore; but he did not order him to probe into the public duties of the ship. Witness told Captain S. that if he found an opportunity to speak aside to the first lieutenant, to ask him as to the state of health of Captain M.; and, not finding such an opportunity, to send the first lieutenant on shore to him.

Mr. Hopley, the surgeon of the Nymphen, deposed as to the perfect sanity of Captain M.

The last witness having withdrawn, the prisoner requested permission to arrange certain documents in testimony of his good character.——Several letters of strong approbation, from the Admiralty, Admiral Cornwallis, Earl St. Vincent, Admiral Douglas, &c. and one from the society of arts, awarding their gold medal to Captain M. for his valuable communication on telegraphs and telegraphic signals, were accordingly read, and the gold medal produced.

The prisoner having nothing farther to offer, after the usual forms had been gone through, the court addressed him as follows:—

"The court having carefully and deliberately weighed and considered the evidence produced, and what the prisoner had to offer in his defence, are of opinion, that the charges are proved in part; but, in consideration of circumstances, the court doth adjudge the prisoner, Captain Keith Maxwell, to be reprimanded, and admonished, to be more circumspect in writing letters to his superior officers in future, and he is hereby reprimanded and admonished accordingly."

TRIAL OF CAPTAIN LORD CAMELFORD, R.N.

[Continued from page 324.]

JAMES GARDNER, *Seaman, of the Favorite, called again.*

COURT. Q. When Lord Camelford went down stairs from his lodgings, did he go out armed?—A. No, I could see no arms by his side at all.

Mr. SAMUEL PIGUENIT, *Purser, of the Perdrix, called and sworn.*

Court. Q. Do you know the prisoner?—A. I do.

Q. Did you hear his application for a court martial read?—A. I did.

Q. Relate to the court what you know respecting the circumstances mentioned in that letter?—A. On Saturday, the 13th of the present month, between the hours of eight and ten, I was sitting in the capstan-house of the dock-yard at Antigua, when Lieutenant Peterson received an order

from Lord Camelford, to row guard. Mr. P. returned for answer, "He was astonished at his presumption." After, a petty officer came from his lordship, with a verbal order to Mr. Crawford, master, to put Lieutenant Peterson under an arrest, and to take command; to which Lieutenant P. replied, "He was astonished at his presumption." Then Lieutenant P. wrote a letter to Lord C. and sent it by Mr. Crawford, master of the Perdrix. Mr. Crawford returned. In a few minutes after, Lieutenant Milward came from the Favorite, with a party of marines, armed, up into the mess-room, to take Lieutenant P. by force. Lieutenant P. drew his sword, and made a longe at Lieutenant M. whose sword was drawn also. The marines went down immediately, as did Lieutenant M. In the mean time, Mr. P. called several times from the window of the mess-room, for the Perdrix's to turn out; and struck against the bulk-head, and called the gunner and boatswain. The mess-room was clear. I went down stairs; when I got about three yards from the foot of the stairs, I heard somebody ask for Mr. P. which I perceived to be Lord C. Lieutenant P. immediately said, "Here I am, Sir." Lord C. then presented a pistol to the breast of Lieutenant P. and said, "Do you still persist in disobeying my orders, Sir?" I did not sufficiently understand Lieutenant Peterson's reply. The pistol went off, and Lieutenant Peterson fell dead immediately. Lord Camelford addressed the people, and said they had done right, by turning out according to their officer's command—that he had shot him dead for the height of mutiny, and ordered Mr. Crawford, master, to dismiss the people, which was complied with immediately.

Lord Camelford's Letter to Mr. Peterson, marked No. 1, *shewn the Witness.*

Q. Is that the letter Mr. Peterson received from Lord Camelford?—A. It is.

Lieutenant Peterson's order, in the form, marked No. 2. *shewn.*

Q. Is the signature to that order Mr. Peterson's?—A. It is.

Q. Do you know the contents of that letter?—A. Yes, I do, I wrote it.

Q. By whose order?—A. By Lieutenant Peterson's, who looked over my shoulder, and dictated.

Q. Did Lieutenant Peterson receive the letter on service from Lord Camelford, prior to his sending the letter by Mr. Crawford?—A. He did.

Q. Did you at any time hear Lieutenant Peterson give his reasons for disobeying Lord Camelford's orders?—A. Never; but I heard him say in the afternoon, he was senior officer.

Q. Did you understand he meant himself senior officer, because Captain Fabie commanded the ship; or that he only considered Lord Camelford a lieutenant, and himself senior to him on the list?—A. I did not know which were his reasons, till after the letter had passed, he said he was senior lieutenant.

Q. You say you did not distinctly hear Lieutenant Peterson's answer, previous to the firing of the pistol by the prisoner. How far did you stand from Lieutenant P.?—A. About two feet and a half.

Q. Was you as near to Mr. P. as Mr. Crawford was?—A. I was rather nearer. Mr. Crawford stood on the opposite side.

Q. Do you know what dress Lord C. had on at that time?—A. I do not; did not take notice.

Q. Did you ever see him in a commander's coat?—A. Never; and had not seen Lord C. but a few times before that, and always in a lieutenant's uniform.

Q. Did you hear of any disagreement which had taken place between the late lieutenant P. and Lord C.?—A. No; I am a stranger to both parties.

Q. Did you see the Perdrix's men armed?—A. I did not; I had not time; but I heard them ordered to be armed by Lieutenant P.

Q. For what reason did you conceive?—A. I had no conception whatever; I only relate the facts.

Q. At the time did you conceive they were armed, in consequence of the alarm on the island, or for what reason?—A. I had no conception whatever; I heard a noise, and went down.

Q. Did you hear any conversation in the mess-room, between Lieutenant Milward and Lieutenant Peterson?—A. There was something said, but I did not understand it.

Q. Do you know whether Lieutenant P. was actuated to resist Lord C.'s orders, for private pique, for disaffection to the service, or from mistaken ideas of his being the prisoner's commanding officer?—A. He said he considered himself senior officer, or words to that effect.

Q. Do you know of any verbal order being sent by Lord C. to Lieutenant P. to arm the Perdrix's ship's company?—A. No.

Q. Did you take minutes of any message sent by Lord C. to Lieutenant P. or Mr. Crawford?—A. I did once, by order of Lieutenant P.

Q. Relate what they were?—A. To Mr. C. to put Lieutenant P. under an arrest, and take the command.

Q. Did Mr. P. resist that order?—A. Mr. P. returned for answer, "He was astonished at his presumption."

Q. When Lieutenant M. and the marines, sent to arrest Lieutenant P. left the mess-room, where were you?—A. Sitting at one end of the room, at the mess-table, and Mr. P. was at the other.

Q. What distance might that be?—A. Five, six, or seven yards, thereabout.

Q. Do you know the reason of their quitting the room, without executing the arrest?—A. I do not.

Q. Was you looking towards the stairs?—A. No, another way.

Q. When they went down, what was the behaviour of Lieutenant P.?—A. He followed.

Q. Was he armed?—A. When I went below, he had his sword in his left hand; in which manner he stood before Lord C. when he answered.

Q. In what position did he hold his sword, and was it drawn?—A. It was drawn, and the point on the ground.

Q. When Lieutenant P. answered, "Here am I, Sir," did he answer in

a cool respectful manner, or was he agitated by passion?—A. He answered as I in general heard him—spoke rather rough.

Q. Did he appear to you on that evening to be sober?—A. Perfectly so, I thought. I never saw him otherwise.

Q. Did you distinctly hear him to order the Perdrix's to load with ball, and fix bayonets?—A. I did not.

Q. When the prisoner asked Lieutenant P. if he persisted to disobey his orders, was there time sufficient for his answer, before the pistol was fired?—A. There was time to say, Yes or No. The pistol was fired very quick.

Q. Did Lord C. repeat the question more than once?—A. Not that I heard.

Q. Had it been repeated, was it possible for you not to have heard it?—A. I was near enough.

Q. Did you hear Lieutenant P. in the course of that evening, or before, express to you, or any person else, his determination to resist being arrested by the prisoner's orders, at all hazards, and by force of arms?—A. No.

Q. Did you ever hear Lieutenant P. express his determination, not to obey the orders of the prisoner, or acknowledge his superiority?—I heard him say he was senior officer.

Q. When the prisoner asked the deceased, if he persisted to disobey his orders, did you perceive him present the pistol?—A. I did.

Q. Were you examined by Captain Mitford or the coroner, or by both?—A. I was examined by the coroner; and Captain M. asked me some questions, which I answered.

Q. Was Captain M. present when the coroner's inquest was taken?—A. I don't recollect that he was.

Q. Did you, to the coroner's inquest, or to Captain M. insinuate, that the event arose from any prior disagreement, between the deceased and the prisoner?—A. It was generally said, they disagree when in the Favorite; but I do not recollect having said so, to the coroner or Captain M.

Court closed.

Court opened.—Witness ordered in again.

Lord Camelford. Q. Was you in the mess-room at the time Lieutenant P.'s letter, wrote by yourself, was delivered to Mr. C. master?—A. Yes.

Q. Was he acquainted with the contents of that letter?—A. I don't know that he was.

Q. Were any parts of that letter made public, in his presence?—A. The copy of the letter laid on the mess-room table, but whether he read it, or not, I don't know.

Q. Did you ever say to Captain Mitford, or the coroner, that it was by some people thought that I had taken the steps I did from private malice to Lieutenant P. or words to that effect?—A. I don't recollect that I did, but it was said they did not agree.

Q. Did you mention that to Captain Mitford?—A. Captain M. asked me the circumstances that happened, but my recollection will not allow me to say positively the particulars of our conversation.

Q. Did Captain M. ever enter into the subject with you, with sufficient detail to enable him to form a true and impartial opinion?—A. He asked me a number of questions respecting the business.

Q. Did he request you to state to him fully, and upon reflection, every thing you knew relating to it, or words to that effect?—A. I don't recollect that he did. What passed, I considered as matter of conversation.

Q. How long was Lieutenant Milward in the room, from the time he first came up, to the time he went down?—A. A few minutes.

Q. Did I keep my pistol presented to Lieutenant P. the whole time I was speaking to him?—A. You did.

Q. Was the question I made use of to Lieutenant P. very nearly as follows: "Do you refuse, do you still persist in refusing to obey my orders?—A. I heard the words, "Do you still persist in disobeying my orders?"

Q. At the time I shot Lieutenant P. were the Perdrix's men loading, or were they already loaded?—A. I don't know, I was just come down stairs, and I was to the left hand side of them.

Q. Did you imagine, from the suggestion of the moment, that the Perdrix's men were about to fire?—A. I had not a suggestion of the business.

Q. Do you recollect the arms of the Perdrix being got ready for service, and the time at which they were got ready?—A. I do not.

Q. Did you ever know two sentries armed with muskets and bayonets to be placed at the stairs of your mess-room?—A. Not till I went down stairs on the evening of the 13th.

Q. Did you ever hear the orders they at that time received?—A. I did not.

Q. Do you conceive the Perdrix's would have fired when their pieces were loaded?—A. I had no opinion on the subject.

Q. Would you have ventured to have stood before them any time (had you been a stranger) at the moment of Lieutenant P.'s death?—A. Had I been a stranger, I should not.

Mr. GEORGE IRELAND, *Clerk of the Perdrix, called and sworn.*

Court. Q. Do you know the prisoner?—A. I do.

Q. Have you heard his application for a court martial read?—A. I have.

Q. Relate to the court what you know respecting the circumstances mentioned in that letter?—A. On the evening of the 13th of the present month, about eight o'clock, Lieutenant Peterson sent for me into the mess-room, where he resided, and ordered me to make out a list of every man in the ship that was able to bear arms, and deliver it to Mr. Maddocks, mate of the Perdrix; I made it out, and presented it to Mr. M.; Mr. M. said he was very busy; he would thank me to take it to Lieutenant P. I accordingly did, and came away to the room where I messed. Some little time afterwards I heard the armourer called for, and his orders were, to give every man in rotation, as they came up, a musket, bayonet, cartouch-box, and cutlass. Every man present, I believe, received the same; some were absent out of the yard, and some straggling about it. Some little time

afterwards they returned their arms, and the orders from Mr. M. were to keep them in readiness when called for. About nine o'clock, to the best of my recollection, a woman, by name Mary Osterman, came into our mess-room, and said, that Lord Camelford had sent Mr. Milward, with a party of marines, to arrest Mr. P. With that I got up, and asked the boatswain and gunner if they knew any thing of the business; they said, "No." I immediately after that heard a general cry of "Men arm yourselves:" and accordingly I saw the men flocking up stairs. Upon that I went out of the room to that where the arms were deposited: I saw some with, and some without arms. Those that had arms were making the best of their way down stairs. I went with the crowd down stairs; when I came into the yard, I first heard my Lord C.'s voice, and immediately after saw him walking towards Lieutenant P.'s mess-room, calling out for Mr. Milward, and desiring him to desist, and bring his marines with him. Mr. M. came down stairs with the marines, who walked with his lordship towards the wharf. His lordship mentioned something to Mr. M. and I have to believe, and sincerely do believe it was this: "Mr. Milward, go to Mr. Parsons, and tell him to arm all the people, and send them over here as soon as possible." His lordship then hailed the Favorite, after speaking to Mr. M. what the conversation was I don't know, and told Mr. Parsons to send the people over as soon as possible: his lordship then walked towards the capstan-house, but before he got there, he turned round, and went toward Mr. M. and spoke to him; I saw Mr. M. put his hand into his pocket, and give his lordship something, what it was I know not: his lordship immediately walked towards the capstan-house. As his lordship was walking there, I heard Mr. Peterson's voice on the stairs. When he came into the yard he said, "Where are the Perdrix's, are you all here?" Some one replied, "Here we are, Sir," Lieutenant P. replied, "Prime and load, and support your commanding officer." Lord C. cried out, "Where is Mr. P.?" Some one answered, "Here he is, Sir." Lord C. cried out a second time, "Where is Mr. P.?" Mr. P. answered, "Here I am, Sir." Lord C. then asked him if he meant to obey his orders; Mr. P. replied, "No, I will not." Lord C. immediately on that brought his right hand, which was hanging down by his right side, up, and presented a pistol to Lieutenant P.'s left breast, and discharged it. Upon that Lord C. stepped on one side and said, "I have shot that man for mutiny," and immediately after cried out, "Mr. Milward support me with the marines:" Mr. M. ordered the sergeant to follow him with the marines, and his lordship went away with them.

Q. In the list of armed men you made out, how many were there?—A. Between thirty and forty.

Q. And did you suppose they were ordered for the purpose of manning the batteries?—A. I did.

Q. At the time the prisoner shot Lieutenant P. did he apparently head the armed men of the Perdrix, or was he in another part of the yard?—A. He stood at the head of them.

Q. At what distance was he from them?—A. I can say within five yards.

Q. Was Lieutenant P. armed, and if he was armed, how was it?—A. I did not see any arms in his hand; after he was shot, I saw his sword sheathed, about two yards from his corpse.

Q. Do you know at what time the signal of alarm was made?—I cannot charge my memory, but at the time this accident happened, I know the alarm was not discharged.

Q. Was the order for the Perdrix's people to arm subsequent to the intimation you had that Lieutenant M. was sent to arrest Lieutenant P.?—A. It was while Lieutenant M. was in the mess-room.

Q. Was there any second alarm made on the island which could have made Lieutenant P. call out "Prime and load, and support your officers."—A. None to my knowledge.

Q. Did you suppose that in consequence of Lieutenant P.'s being in apprehension his person was in danger of arrest, the men were called to prime and load and support their officer?—A. I did not know that Lieutenant P. was in any such danger, but from the information I received from the woman before mentioned.

Q. When Lieutenant P. answered, "Here I am, Sir," did he answer in a cool, respectful manner, or was he agitated by passion?—A. When Lord C. proposed the question, he rose upon his toes, then sunk upon his heel, and with his hands on his hips said, "Here I am, Sir."

Q. You have already stated to the court that the prisoner's next question to the deceased was, if he persisted in disobeying his orders—Was that question repeated?—A. No, it was not.

Q. From the time of its being asked till you saw the flash, how long was it?—A. As quick as a pistol could be discharged when brought from the side of a man.

Q. Do you mean to say that you did not distinctly hear the answer of the deceased, before you saw the flash?—A. I have said before, that I heard Lieutenant P. answer, "No, I will not."

Lord Camelford. Q. Did you hear the voice of the deceased, giving directions to his men, before I received the something you speak of from Mr. M.?—A. No.

Q. Are you positive that if he had given directions, you should have heard them?—A. Yes.

Q. How long had you been out of the mess-room at the time the deceased fell?—A. It might be about half an hour, not more.

Q. How long was it from the time of the general cry "To arms," till the time Lieutenant P. fell?—A. Much about the same time.

Q. Did the people arm themselves before the general cry of "To arms?"—A. No.

Q. Where was you at the time the cry took place?—A. In the further part of the loft.

Q. How long had the people been drawn up when Lieutenant Peterson fell?—A. I cannot say, for they were in very great disorder.

Q. How long was it from the time Lieutenant P. first addressed the people when drawn up in the yard, to the time he fell?—A. About five minutes.

Q. Did I walk strait to Lieutenant P. from Lieutenant M. at the time I shot him?—A. Lord C. walked towards the capstan-house, calling out for Mr. P. whether he walked in the direction for Mr. P. or not, I cannot say.

Q. What was the elapsed time between my leaving Mr. Milward, and joining Lieutenant P.?—A. Not more than five minutes.

Court. Q. What distance were the parties from each other?—A. About twenty yards.

Lord Camelford. Q. Did I ever stop in my progress walking from Lieutenant M. to Lieutenant P.?—A. He did stop, but it was momentary.

Q. How long was I speaking to Lieutenant P. from the time I first addressed him till he fell?—A. Lord C. put the question, "If he would obey his orders?"—Lieutenant P. replied, "No, I will not:" and immediately Lord C. shot him.

Q. Who did you understand was meant by Lieutenant P. when he told his men to support their commanding officer?—A. Himself.

Q. At what time were the sentries placed at the mess-room stairs?—A. I can't say.

Q. Did it strike you at the time, that the Perdrix's men would have fired as soon as they were ready?—A. No, it did not, Sir; for I was standing immediately behind his lordship unarmed, and certainly should not have stood in that situation, had I any thought of such a thing taking place.

Q. Were the people loading or loaded at the time Lieutenant P. fell?—A. I saw no man loading, therefore cannot pretend to say whether they were loaded or not.

Q. Did you hear any noise of loading?—A. No. I did not.

Q Do you believe they were at that time loaded or not?—A. I cannot positively say.

Q. Were the people drawn up and armed?—A. Some were, I cannot tell what number. Those that were drawn up, were all armed.

ALEXANDER TAYLOR, *Seaman, of the Perdrix, called and sworn.*

Q. Do you know the prisoner?—A. Yes.

Q. Have you heard his application for a court martial read?—A. Yes.

Q. Where were you when Lieutenant P. fell?—A. About three yards from his lordship.

Q. Were you armed?—A. Yes.

Q. By what orders?—B. By Lieutenant P.'s.

Q. For what purpose?—A. To go in the guard-boat at eight o'clock.

Q. At what time were you armed?—A. At half-past seven o'clock.

Q. Where was you from half-past seven, till the time of Lieutenant P.'s death?—A. In the capstan-house, except when I went across the water with the master.

Q. Did you take your arms with you?—A. Yes, I did, and when I returned, all hands were called to muster.

Q. Relate to the court what passed after your return?—A. Every man got a musket, bayonet, and cartouch box. Then we were drawn up into

rank, inside the capstan-house. Lieutenant P. viewed every man's musket. He said some were not fit for service, and others were got in their room. Then afterwards we were ordered to have our muskets ready at a minute's warning. Then I went and laid down in my hammock, with my arms alongside of me. About half-past nine o'clock, I heard a bustle up stairs, but what it was I did not know. Directly the boatswain's mate piped, all hands to arms in an instant and draw yourselves up in front of the capstan house; at which we were all amazed. Some person asked where we were going. Others supposed that enemy's boats were come into Falmouth Bay. With that Mr. Peterson called out, "Perdrix's." Then his lordship asked, "Where is Mr. Peterson?" Some person answered, "Here he is." His lordship called again, "Where is Mr. Peterson?"—"Here I am, Sir," said he, coming out from the capstan-house. Then his lordship turned short round and said "Will you obey my orders, or not?" He instantly said, "I will not." The instant he made this reply (his lordship had a pistol in his hand) and shot him dead on the spot. His lordship said, "Mr. Milward, I have shot Mr. Peterson for mutiny, assist me with the marines." Then hailing the Favorite, he told the commanding officer to get every man under arms. He immediately then called Mr. Crawford. Mr. C. answered, "Here, Sir." His lordship asked him, "Will you obey my orders?" He said, "I will, Sir." His lordship said, "Dismiss your people, let them return their arms, and go into the capstan-house." Upon which I went in

Q. Were you ever ordered to load your pieces?—A. Yes.

Q. By whom?—A. I really did not know.

Q. Did you load in consequence?—A. Yes, with ball cartridge.

Q. Were you loaded, or were you in the act of loading, at the time of Lieutenant P.'s death?—A. In the act of loading.

Q. Did Lieutenant P. call out, stand by?—A. I did not hear him.

Q. Were the bayonets fixed before Lieutenant P. fell?—A. Yes.

Q. By whose orders?—A. By Mr. P.'s.

Q. Was you asked if you were ready?—A. Yes; and the gunner's mate answered, "Yes."

Q. Was any guard-boat sent off at eight o'clock?—A. No; at half-past ten the guard-boat went.

Q. Did you ever hear the order given, "Prime and load, and support your officer?"—A. I did not; it might have been given, but I did not hear it.

Q. Did you ever hear any reason assigned, why you were drawn up in front of the capstan-house?—A. No.

Q. At what time did you first hear of the alarm being given on the island?—A. Between eight and ten in the forenoon.

Q. And at what time were the orders given, in consequence of that alarm, to prepare the arms?—A. There was nothing done in consequence, that I know of.

Q. Did any second alarm reach your ears, between that time in the morning and eight o'clock at night?—A. None.

Lord Camelford. Q. Did you belong to the boat that carried Mr. Crawford across the water?—A. Yes.

Q. Were the boat's crew armed?—A. None but myself.

Q. By whose orders were you armed?—A. By Mr. P's, to join the guard boat.

Q. Did Mr. P. order you to take your arms at that time?—A. No, I was standing by the boat, and Mr. C. ordered me into her.

Q. Did you hear me call to Mr. Milward, when he was in the mess-room, to desist and come down with the marines?—A. No.

Q. Did you hear me call to the Perdrix's, to endeavour to speak to them? —A. I did not.

Q. Did you ever hear any of your shipmates say they had heard it? —A. No.

Q. Had you not received orders to load with ball cartridge, before I went up to Lieutenant P?—A. As he was coming out of the house, I heard the orders given; but I can't swear the orders were given by him.

Q. When Mr. P. came out from behind the screen, which way was I facing?—A. One side towards the capstan-house.

Q. Did I hold the pistol to Lieutenant P's breast all the time I was speaking to him?—A. I cannot tell, I was not looking that way at the time.

Court. Q. As a man, who has been taught the use of arms, would you have fired with orders from Lieutenant P. or would you have fired had you seen him seized?—A. I would not have fired without orders—if I had received orders from Lieutenant Peterson, I should have fired, thinking it my duty.

Q. Was Lieutenant P. armed?—A. I did not see any about him.

The Court adjourned till Tuesday.

Tuesday, 23d. January.

William Thompson, *seaman, of the Perdrix, called and sworn.*

Q. Do you know the prisoner?—A. Yes.

Q. Have you heard his application for a Court Martial, read?—A. Yes.

Q. Relate to the Court what you know respecting the circumstances mentioned in that letter.—A. About eight o'clock in the evening of Saturday the 13th instant, Richard Parkinson, Boatswain's Mate, and John Oliver, Ship's Corporal, sung out, that all the Perdrix's who were able to bear arms, should immediately muster and get arms; and as soon as we got arms, we were to fall in, inside the Capstan-house, and Mr. P. our officer, was to inspect our arms.—Accordingly, when we had drawn up in a sort of line, Mr. P. came to the right of us, and ordered each man to "Open pans," as he came along, that he might examine the lock, to see if it was clean.—After overhauling us in this manner, he desired each of us to take the pieces into our own custody.—Then immediately orders were given, to give them to the armourer, but only the arms were to be in such readiness, that we might get them at a minute's warning.—Accordingly, about an hour and half after I had tur-

ned in, I heard a bustle immediately above me, where the officers messed.—After I had listened a few minutes, I heard Parkinson, Boatswain's Mate, call out for all the Perdrix's to go get their arms immediately, backed by Oliver.—When I got my arms, we were ordered to draw up in front of the Capstan-house.—Accordingly, when a few of us were drawn up, I being nearly to the left, heard Mr. P. call out, under the Capstan-house, "Where are the Perdrix's?"—Some person answered, "They are drawn up in front of Capstan-house."—The next thing that I heard, was Lord C.'s voice, at a distance, calling out, "Where is Mr. Peterson?" The next thing I heard was Mr. P.'s voice, coming out from under the capstan-house, and giving orders to "prime and load." The next I perceived, was Lord C. come up right to him, within about rather more than arm's length, and demanding of Mr. P. if he would comply with his orders, or something to that purpose: the answer Mr. P. made was, "No, Sir; I will not." Instantly Lord C. shot him dead on the spot. Then the next thing, after a short stop or pause, Lord C. seemed to address the Perdrix's, and said something to this purpose: "I have shot your officer for downright mutiny; and, as I am chief commander in this harbour, of course, your officer." Then he went a little distance and called Mr. Milward, "Come up and support me with the marines." Then he said to the Perdrix's, "You did right in obeying your officer's orders, in getting armed; therefore, as I am your officer, you are to obey my orders:" then ordered us to dismiss, and put our arms aside. He was backed by Mr. Crawford, who gave us the same orders.

Lord Cumberford. Q. Did Lieutenant P. order the men to load before or after I had called for him?—A. I heard him before.

Q. Were the people loading when I addressed them?—A. I had already loaded; some were loading—I observed that.

[To be concluded in our next.]

NAVAL HISTORY OF THE PRESENT YEAR, 1809.

(October—November.)

RETROSPECTIVE AND MISCELLANEOUS.

REPORTS have prevailed, ever since the middle of November, of a victory having been gained over the Toulon fleet, by Lord Collingwood, in the Mediterranean. From the numerous concurrent statements which have arrived, *via* France, Holland, and Spain, scarcely a doubt can be entertained of a battle having been fought, about the 20th of October; but whether the whole of the Toulon fleet, or only a division of it, were engaged, is uncertain. The following article, which confirms the latest and

most circumstantial intelligence on the subject, favours the latter opinion:—

"*Montpellier, Nov. 4.*

"Three ships of the line and two frigates sailed from Toulon, under the command of Rear-admiral Baudin, to escort a convoy to Barcelona. This little squadron, in proceeding on its voyage, fell in with 16 English ships of the line; five of which were three-deckers. The Lion, of 80 guns, to avoid this superior force, put back to the harbour of Cette. The Robuste and the Boreas sailed along the coast, and engaged the whole English fleet with the greatest bravery. Several of the enemy's ships were damaged. When Rear-admiral Baudin saw that it was impossible to get these two ships, which had run aground, afloat again, he ordered all the guns, masts, rigging, cordage, &c. to be taken out, and then set fire to the ships, in order that the enemy might not, by his superior force, gain possession of them. He was among the last of the men who left his ship. The two frigates have put into Marseilles, and the whole convoy has arrived in the Bay of Rosas. Several of the English ships have been much damaged."

Since writing the above, and just as these pages were on the point of being put to press, we have been favoured, by a friend, with the following copy of a bulletin issued by Government (the 29th November); which we have much satisfaction in laying before our readers:—

"*Three sail of the line*, taken.

"*Six frigates*, ditto.

"*Twenty transports*, ditto.

"*Two sail of the line* driven on shore and *totally destroyed*."

"*One ditto*, got into Cette.

"Several frigates, and the rest of the transports, in attempting to get into the Bay of Rosas, got on the rocks, and were *totally lost*, together with their *crews*, and TWENTY-FIVE THOUSAND soldiers!

"The vessel, with Lord Collingwood's despatches on board, *foundered*; and all the crew, except *one man*, perished."

After much hesitation and indecision, numerous orders and counter-orders, and an enormous sacrifice of men, it now appears that the pestilential island of Walcheren is to be evacuated. Sixty transports arrived at Flushing on the 22d of November; the troops on board of which were to be employed in embarking the cannon, and military and naval stores at that port, and in removing every thing from the arsenal which might be useful to the enemy. The fortifications are to be levelled.

Government have received despatches from Mr. Jackson, our ambassador in America, by Mr. Erskine, our late Minister there. These communications are reported to be of a pacific character, and refer to the intercourse which had taken place between Mr. Jackson and the American Executive; but they are not decisive as to any of the points in dispute, Congress not having assembled at their date. Mr. Erskine left the Chesapeak on the 28th October, and he is said to have expressed an opinion, that both the Government and the People of America are averse to a rupture with this country.

The Marquis Wellesley has arrived from Spain, having consented to accept the office of Secretary of State for the Foreign Department.

The interior of Spain and Portugal remains nearly in *statu quo*. In the latter country, the English troops have suffered much from illness.

Buonaparte was to make a triumphal entry into Paris, on the 1st of December, attended by the King of Saxony, and several Princes of the Rhenish Confederacy. It is generally believed that, on this occasion, he would assume the title of Emperor of Germany.

Some slight rumours of a negotiation for peace have been afloat; but, we believe, without any foundation.

Buonaparte's enmity towards this country is again apparent, by the following (16th) article of the treaty of peace between France and Austria:—

"His Majesty the Emperor of Austria, desirous to co-operate in the restoration of a maritime peace, accedes to the prohibitory system with respect to England, adopted by France and Russia, during the present maritime war. His Imperial Majesty shall break off all intercourse with Great Britain, and with respect to the English Government, place himself in the situation he stood in previous to the present war."

The articles of the Treaty between Sweden and Russia are 21 in number. The article relating to the British flag and Commerce is not so comprehensive in its exclusion as was reported. His Swedish Majesty engages, in the second article, to neglect nothing which may tend to the prompt conclusion of peace with the French Emperor and the King of Denmark. In a subsequent article, he promises to accede to the Continental system. In the third he engages, from the exchange of the ratifications, to order "the Swedish ports to be closed against the ships of war and merchantmen of Great Britain, with the exception of the importation of *salt* and *colonial productions*, which habit has rendered necessary to the people of Sweden."—With respect to salutes at sea, they are in future to be regulated on the footing of perfect equality between Sweden and Russia.

An armistice has been agreed upon between Sweden and Denmark.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, OCTOBER 28, 1809.

Copy of a Letter from Captain Browne, of his Majesty's Sloop the Plover, addressed to Admiral Young, Commander-in-Chief at Plymouth, and transmitted by the latter to John Wilson Croker, Esq.

His Majesty's Sloop Plover, off Falmouth,
October 22, 1809.

SIR,

I HAVE the honour to inform you, his Majesty's sloop under my command, this day at six P. M. captured, after a sharp chase of 100 miles; during which much skill was shewn by the enemy, the new French coppered schooner privateer l'Hirondelle, of St. Maloes, commanded by Henry Louis Gavellier, pierced for 16 guns, all of which he threw overboard in the pursuit, and manned with 65 men. He had been at sea eight days, and had captured the Portuguese ship Minerve. I am sorry to add, that through his temerity in firing musketry at the Plover, I was compelled to return it, which badly wounded the captain of the Portuguese ship. I beg to annex in the margin * the names of the two vessels recaptured by the Plover, on the 19th instant.

I have the honour to be, &c.
PHILIP BROWNE.

OCTOBER 31.

Copy of a Letter from Captain Maitland, of his Majesty's ship the Emerald, addressed to Vice-admiral Whitshed, Commander-in-Chief on the Coast of Ireland, and transmitted by the latter to John Wilson Croker, Esq.

His Majesty's Ship Emerald, at Sea,
October 8, 1809.

SIR,

I have the honour to acquaint you, that his Majesty's ship under my command, captured this morning the Incomparable, coppered brig privateer, of St. Maloes, carrying eight 6-pounders and 60 men. She had been out four days, without having taken any thing, but was running down to board an English brig, when discovered.

I have the honour to be, &c.
F. L. MAITLAND, Captain.

NOVEMBER 11.

Copy of a Letter from Admiral the Right Hon. Lord Gambier, Commander-in-Chief of his Majesty's Ships and Vessels in the Channel Fleet, &c. to J. W. Croker, Esq. dated the 8th instant.

SIR,

I transmit herewith a letter, which Rear-admiral Sotheby has inclosed to me from Captain Atkins, of the Seine, reporting the capture of the French brig privateer Rodeur, of 16 guns and 121 men; and a copy of a letter from Sir George Collier, stating the capture of the French national cor-

* Mary, of Boston, American ship; Ecce Homo, Spanish brig.

vette le Milan, of 18 guns, and 115 men, by the Surveillante, under his command, for the information of the Lords Commissioners of the Admiralty. I have the honour to be, &c.

GAMBIER.

SIR, *Seine, off Bourdeaux, October 26, 1809.*

Yesterday evening I captured the Rodeur French brig privateer, of 16 guns, (long sixes,) and 121 men; out three days from Bayonne, bound on a cruise off the west coast of Ireland. She is a very fine vessel, of large dimensions, pierced for 20 guns, coppered and copper-fastened, and in complete repair and equipment; and, from her force and fast-sailing properties, would have done much mischief to our commerce, which renders her capture the more important.

I have the honour to be, &c.

Rear-admiral Sotheby, &c. D. ATKINS.

His Majesty's Ship Surveillante, off Ushant,

SIR, *October 30, 1809.*

I this day crossed upon his Majesty's ship Seine, in chase of a brig, and after a run of four hours I had the good fortune to bring the chase to, though not till she had suffered in the rigging considerably by our musketry. She proves the French national corvette le Milan, commanded by Monsieur le Toufet, capitaine de fregate. She mounts 18 guns, 16 of which are 24-pounders, and has on board 115 men. She sailed from the Loire last night, and was charged with despatches, I believe, for Guadaloupe. She appears to sail very well, and is nearly new.

I have the honour to be, &c.

Thomas Sotheby, Esq. Rear-admiral of the White, &c. GEORGE R. COLLIER.

NOVEMBER 14.

Copy of a Letter from Captain Browne, of his Majesty's Sloop the Plover, addressed to Admiral Young, Commander-in-Chief at Plymouth, and transmitted by the latter to John Wilson Croker, Esq.

His Majesty's Sloop Plover, off Sicily,

SIR, *November 6th, 1809.*

I beg to report to you, that at four o'clock this evening, a lugger was seen from the mast-head bearing S. E. and a brig in chase of her E. N. E. (which proved to be his Majesty's sloop Acteon. His Majesty's sloop Orestes was in the N.W. and joined in the pursuit), at forty minutes past seven his Majesty's sloop under my command, ran her alongside, when she proved to be the French lugger privateer le Lezard, of St. Malo, manned with 57 men, and pierced for 14 guns, but not any found on board; sailed from the Isle de Bas last night, and has not made any capture. From the judicious position kept by Lord Viscount Neville, of the Acteon, and Captain Davies, of the Orestes, her escape would have been difficult.

I have to add, that the Plover, in company with those sloops, has recaptured the English ship Weymouth, from Gibraltar, just about to enter the port of Aber-wrach. I have the honour to be, &c.

PHILIP BROWNE.

NOVEMBER 18.

Admiral Sir Roger Curtis, commander-in-chief at Portsmouth, has transmitted to John Wilson Croker, Esq. a letter from the Hon. Captain

Dundas, of the Euryalus, to Captain Sir Richard King, of the Achille, stating the capture, by the former ship, off Cherbourg, of the French privateer lugger l'Etoile, of 11 guns, and 48 men; out from the Hogue two days, without making any capture.

Vice-admiral Whitshed, commander-in-chief of his Majesty's ships and vessels on the coast of Ireland, has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Maitland, of his Majesty's ship Emerald, giving an account of his having, on the 6th inst. captured the French national corvette le Fanfaron, of 16 guns, and 113 men, commanded by Monsieur Deshauteur, capitaine de fregate. She had sailed two days before from Brest; bound to Guadaloupe, with a cargo of flour, salt provisions, and a quantity of lead, iron, and nails.

NOVEMBER 21.

Vice-admiral Campbell, commander-in-chief in the Downs, has transmitted to John Wilson Croker, Esq. a letter from Captain Maxwell, of his Majesty's sloop the Royalist, giving an account of his having, on the 17th inst. captured between Dungeness and the South Foreland, le Grand Napoleon, a fast sailing French privateer, of 18 guns, and 75 men.

Rear-admiral Sir Richard John Strachan has transmitted to John Wilson Croker, Esq. a letter from Captain Adye of his Majesty's sloop the Briseis, giving an account of his having captured, on the 6th instant, off Heligoland, the Reciprocité Danish privateer, of 4 guns, and 14 men, out 12 days from Husum, without making any capture.

Promotions and Appointments.

Captains, &c. promoted and appointed.

Captain George Sayer to the Leda; Clement Sneyd to the Muros; James Grant to the Thracian; James Anderson to the Rinaldo; James Vashon, son of Admiral Vashon, to the Thalia; Alexander Shipiard to the Namur; Thomas Fife to the Cadmus; Thomas Dundas to the Ganges; John Williams to the Hound; Charles Webb to the Gorgon H.S.; George G. Lennock to the Raven.

Captains the Hon. Henry Curzon, and Sir Charles Hamilton, Bart. have been appointed to the vacant Colonelcies of Marines.

Captain James Athol Wood, second in command at the taking of Curaçoa, was knighted by his Majesty at a late levee, for his services on that occasion.

Lieutenants, &c. appointed.

Thomas Dick to the Tonnant; Henry King to the Unité; James Spinks to the Ned Elven; James Stewart (2) to the Puissant; Nathaniel J. Ball to the Manilla; Henry Thomson to the Harrier; Sir J. C. Richardson to the Cherub; William Lugg to the Rapid; William Finch to the Neptune; William Owen to the Niemen; G. M. M. Pedlar to the Ganges; Charles Farwell to the Beagle; S. H. W. House to the Devastation; Owen Owen

to the Princess; George Hawkins, and S. C. M'Curdy, to the Thracian; D. A. Dickson to the Nymphen; Hugh Montgomery to the Aboukir; John T. Young to the Neptune; Thomas B Devon to the Brevdrageren; John Beach to the Neptune; Henry D. Parker to ditto; John Thompson to the Cæsar; Robert R. Marley to the Alfred; William Speck to the Scylla; William Guthrie to the Africa; Edward Mourilyan to the Cæsar; William Becker to the Alfred; Charles Hawkey to the Pandora; William Rivers to the Cretan; Thomas Read to the Scipion; Andrew N. Napier to ditto; John Rickards to the Cyave; John Smith (8) to the Rifleman; William Smith (5) to the Horatio; Richard Cox to the Neptune; John Marshall (2) to the Aboukir; William B. Suckling to the Talbot; William Price to the Bruiser; William Guthrie to the Ganges; Michael Wrayford to the Alcmene; Joseph Ramsay to the Castilian; John J. Lovey to the Tartarus; W. W. P. Johnstone to the Curaçoa; Edward Palmer to the Rinaldo; William Becher to the Neptune; George Warcup to the Victorious; James Lambert to the Zephyr; Lenhouse Willson to the Spitfire; Thomas Chrystie to the Cæsar; Charles Tilley to the Curaçoa; John Geary to the Ætna; James Neville to the Agincourt; George Hopkins to ditto; Peter Bailey to the Curaçoa; Joseph Harty to the Trent; James Atwater to the Hound; George Bassam to the Rifleman.

A list of mid-shipmen who passed for lieutenants the first Wednesday in the present month:—

Thomas Shepperd, John Atkinson, F. D. Lauzun, R. G. Pechell, William Absalom, William Fleming, James Baillie, Thomas Greensides, George Colebrook, David Dickson, Sir William Burnaby, Bart. James Bullin, William Carr, William Cobbe, John Currie, Thomas Hastings, George Hawkins, R. T. Lance, Alexander M'Kenzie, Thomas Bourne, Isaac Burch, W. G. Dowden, William Phipps, Shepperd M'Cormick, Henry Canham, Thomas Mackenzie, Henry Kent, Hugh M'Whinnie, Henry Mevnell, Jeremiah Halcrow, William Henry Gibbons, Nicholas Hammond, J. W. Templeman, James Arscott, W. F. Peter, Adam Robertson, Robert Yule, W. A. Herringham, S. B. Tristram.

Surgeons appointed, &c.

William Leslie to the Partridge; William Donaldson to the Manilla; John Acton to the Curaçoa; Hugh Stuart to the Frederichstein; George Harvey to the Porcupine; Robert Purdie to the Neptune; James Bowman to the Argo; William Warden to the Royal Oak; Thomas Reyd to the Loire; Robert Wylie to the Niemen; Richard Tobin to the Victorious; William Gough to the Bristol P.S; J. Rose to the Diana; James M'Donnell to the Kingsfisher; William Smith to the St. Fiorenzo; Alexander Stewart to the Sappho; Archibald Robertson to the Erebus.

Assistant-Surgeons appointed, &c.

Robert Dobie to the Caledonia; G. H. Jones to the Royal Hospital at Haslar; William Lutton to the Nymphe; John O'Donnell to the Jason; William Porteous to be an hospital-mate at Haslar Hospital; Donald Cameron to ditto; Barry O'Meara to the Amazon; Charles Buck to the Batavien H.S.; Robert Wylie to the Niemen; James Simpson to the Sussex H.S.; William Birch to the Thames; Elias Ryall to the Valiant; Henson Barker to the Orion; J. L. Simpson to the Hero; J. E. Anderson to the Tonnant; Robert Black to the Fortunée; Alexander Lawrence to the Hussar; James Strachan to the Achille; William Winning to the Viper cutter; William Farr to be an hospital-mate at Haslar hospital.

BIRTH.

On the 3d of November, at his house in Hollis-street, Cavendish-square, of a son, the lady of Captain Peter Parker, late commander of the Melpomene frigate, and grandson of Admiral Sir Peter Parker, Bart.

MARRIAGES.

On the 22d inst. at Aston Burnell, in Shropshire, Edward Joseph Smythe, Esq. only son of Sir E. Smythe, Bart. to Frances, only daughter of Vice-admiral Sir Edward Pellew, Bart. As soon as the ceremony was performed, the bridal party was met by Sir Edward Smythe's numerous and respectable tenantry; who, after offering their heartfelt congratulations on the joyful event, preceded them in procession, accompanied by bands of music, to the castle, where they were most cordially received, and hospitably entertained, by their much-esteemed landlord. After a few hours spent in festive conviviality, the happy couple set off, accompanied by Sir Edward and Lady Smythe, on their first day's journey to Barmeath, the seat of Sir Edward Pellew, Bart.

Vice-admiral Aylmer, to Frances, youngest daughter of the Rev. T. H. Pearson, of Queen's Camel, in Somerset.

On the 21st of October, Lieutenant George Decourdoux, commander of his Majesty's ship Pegasé, to Miss Jane Arnold, of Forton.

OBITUARY.

On the 20th of November, at his seat at Fulham, Sir Philip Stephens, Bart. in the 88th year of his age. He for many years filled the situation of Secretary to the Admiralty, and afterwards had a seat at the Board. He was one of the oldest servants of the crown.

On the 11th of October, at Weybridge, Mrs. Ann Prevost, relict of Major-General Augustus Prevost, and the much-respected, and sincerely-regretted mother of Lieutenant-General Sir George Prevost, Bart. Captain James Prevost, R.N. and Lieutenant-Colonel William Prevost, of the 67th regiment.

Captain James Nicholson, of the Lark, was drowned by that sloop's foundering off Jamaica. He was second son of Mr. Nicholson, late member of Parliament for Cricklade, and grandson of the late Admiral Sir Thomas Frankland.

On the 20th of November, at Pentonville, in the 29th year of his age, M'Arthur M'Arthur, purser of the Elphinstone East Indiaman.

At Bristol, on the 26th of October, Mrs. Barker, wife of Captain George Barker, commanding-officer of the Sea Fencibles and Regulating Service; leaving a family of seven children to lament her loss.

On the 29th of September, at Newfoundland, Mr. Wetherall, surgeon of his Majesty's ship Vestal, after a short illness. Mr. Jago, first assistant-surgeon of the Antelope, succeeded to the vacancy.

Lately, Mrs. Pigott, the late widow of Admiral Clarke Gayton, of Fareham.

On the 21st of September, at Carlisle, aged 72 years, Mrs. Alms, widow of the late Captain Alms, R.N. who resided many years at Chichester. A biographical memoir of this respected officer, appears in the second volume of the Naval Chronicle, page 549, *et seq.*

MEMOIR OF THE PUBLIC SERVICES

OF THE LATE

SIR WILLIAM ROWLEY, K.B.

ADMIRAL OF THE FLEET.

" Their crowded sails the breeze invite,
While at their heels we ply;
Like flying Parthians, see, they fight,
And now like heroes die."————ANON.

IT must have struck every reader of naval history and biography, that, of the early services of many of our most distinguished officers, it frequently happens that very little is known. Thus it is with respect to the late Sir William Rowley. He was promoted to the rank of commander, in the Biddeford frigate, as far back as the 26th of June, 1716; but, in consequence of the long interval of peace which ensued, his subsequent appointments and commands are not recorded, for several years.

In the month of January, 1742, Captain Rowley commanded the Barfleur, of 90 guns; in which, at that time, he sailed with Commodore Lestock's squadron to the Mediterranean, to reinforce Admiral Haddock. He arrived at Port Mahon about the 1st of February, when Admiral Haddock resigned the command to the Commodore, who was consequently promoted to a flag in the month of March following.

During the early months of the year, the squadron was chiefly employed in watching the motions of the Spanish fleet, which was in Toulon. In May, Vice-admiral Mathews arrived, and took the chief command.

Captain Rowley remained some time in the Mediterranean, under the vice-admiral.* In 1743, he is represented, by some of

* The manner in which he was at this time employed, will be seen by the following extract of a letter, written by an officer on board of Captain Rowley's ship, and dated Villa Franca, June 30, 1742:—

" We have been cruising off Toulon for six weeks, where the Spanish fleet lies. We go in so close to them as to see their colours, with eight sail

our historians, as holding the rank of rear-admiral of the blue. This, however, is erroneous; as it was not until the 7th of December, in that year, that he was promoted to a flag, as rear-admiral of the white squadron. He continued in the Barfleur, and was then third in command.

Hostilities were at this period on the eve of commencing between England and France. On the 20th of March, 1744, the latter power made a formal declaration of war; which was duly answered by England, on the 31st of the same month. Prior to these official denunciations, however, Admiral Mathews, who was at the Court of Turin, in the public service, had received advice, that a French fleet, of eleven sail of the line, and ten frigates, had sailed from Brest, for the purpose of forming a junction with the squadron under M. de Court, at Toulon; the object of which was, to favour the escape of the Spanish fleet, which had so long been blocked up in that port.—On the receipt of this intelligence, Admiral Mathews repaired to Villa Franca; and, on the 3d of January, he joined Admiral Lestock, in Hieres Bay. The English force, at this time, consisted of sixteen sail of the line, and four ships, of 50 guns each; and, a few days afterwards, a reinforcement arrived.

The memorable, but unsatisfactory engagement which ensued, forms a conspicuous feature in the naval history of that period. Laborious would be the task, to wade through the controversy which it excited; and the space which the most condensed narrative of all that passed would occupy, would far exceed the utmost limits which we could allow. By a perusal of the annexed official account, however, and of the subsequent French statement, the reader will perhaps be nearly as well qualified to form a judgment on the subject, as though we were to present him with all the numerous tracts which it drew forth, from the friends of the respective parties concerned.

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ouly, and they have thirty. We took on Easter Sunday, abreast of Toulon, seven sail; and since that twenty-four French, Spanish, and Dutch, some of them of great value. One Dutchman mounted 26 guns, had three chests of money, and other valuable goods; and a Frenchman was laden with fine clothes for Don Philip, the rest with military stores for the Spanish camp."

" *Whitehall, March* 21, 1743-4.

" Late last night a courier arrived here with an account from Admiral Mathews (dated the 29th of February, O. S. in Mahon harbour) of what passed in the engagement near Toulon, between his Majesty's squadron under his command, and the combined fleets of France and Spain, together with his proceedings subsequent thereto, which is in substance as follows :—

" That the Somerset, Dragon, and Warwick joined the admiral the 3d instant: on the 8th he received advice that three expresses came to Toulon the day before, in a very short distance of time, one after the other: he was likewise informed, that the conjunct fleet would put to sea the next morning. Between three and four that afternoon, Captain Marsh, of the Winchelsea, one of the ships appointed to watch the conjunct fleet's motions, made the signal for some of the said fleet being under sail; upon which he made the signal for unmooring, and putting the ships in a condition for action, which was done with the utmost alacrity and expedition. In less than half an hour they could see several of them from their ships; the signal was made by Captain Marsh, before it was dark, for seeing nineteen sail; and about two in the morning he sent the admiral word, that they had anchored again under Cape Sepet. As soon as it was day, they saw those that came out the night before under sail, and in a very little time the rest coming out, their number in all being thirty-four. The admiral then got under sail, the wind blowing very fresh westerly, expecting they would have come down to him; but he soon found they had no such intention, at least for that day, for they kept plying to windward, though there was all the appearance of dirty weather, and some of the weathermost ships were, at night, hull-to. He therefore stood to and fro in the bay till night, and then anchored, having left cruisers out to watch their motions; during which the Warwick touched the ground, but by starting thirty tons of water, was got off about nine that night, without any other damage.

" That by break of day the next morning, our people seeing from the mast-head fifteen sail (the rest being hid by the island of Porquerole) the admiral immediately got under weigh; having but little wind, and that at north, and made all the sail he could to get to them, they standing at the same time towards the English fleet with a light breeze westerly. After an hour or two's calm, there sprung up a small breeze easterly, by which means they neared each other; at the same time the Boyne and Chichester appeared in sight from under Levant Island, and the easterly wind prevailing, they, and a tender with provisions from Mahon, soon joined the admiral, having had the good fortune to fall in with the land to the eastward, without which they must have fallen into the enemy's hands. The enemy brought to in a line-of-battle, but for want of wind, and having a very ugly sea, it was night before the admiral could get near them, having had the signal out all day for the line of battle, which was kept out for some time after it was night. At dusk he brought to, within a little more than three guns shot of them, and ordered the Essex to lie a mile to leeward of him, and the Winchelsea a good musket's shot to leeward of

the Essex, to watch their motions, and to make the proper signals, as well as to stand after them in case they should make sail; that they were so near he could count the enemy's ships after the moon was down, but could not at the same time see Vice-admiral Lestock and his squadron, he having brought to so far to windward, that when it was dawning, and the admiral had made sail and the signal for the line-of-battle abreast, the vice-admiral was full five miles a-stern of him. The enemy also made sail, and went with their top-sails, and sometimes set their fore-sails.

" That about eleven the Royal Oak and two tenders, with provisions from Mahon, joined the fleet, having luckily fallen into the eastward.

" That Rear-admiral Rowley led the van, but could never come near the French squadron; as M. de Court would sometimes lie to as if he designed staying for them; but when the English drew near him he made sail again, till at last he had left most of the Spanish ships a good way a-stern of him. The admiral was then fully convinced he never would come to a general engagement, but judged his design was, by his way of acting, to draw him down the Streights. About half an hour after eleven, the admiral made the signal for engaging, and soon after bore down upon the Spanish admiral, ordering the Marlborough to do the same. The action began about one; the Norfolk engaged Don Alvarez (the Spanish admiral's second) who soon bore away, and never shortened sail whilst they could see her; the rest of the admiral's division a-head engaged those of the enemy a-head; the Marlborough driving a little too near the admiral, obliged him to fill his sails, to prevent her coming on board him; that during the little time that Mr. Mathews was engaged, the enemy greatly disabled his masts and rigging, and having but little wind and an ugly swell, the mizen-top-sail being handed, to prevent the masts and rigging tumbling about their ears, hindered the crew from working the ship, though they reeved new braces three several times, so that he could not give the Marlborough the assistance Captain Cornwall wanted, whose behaviour is mentioned by Mr. Mathews to merit all imaginable praise, and whose unfortunate fate he greatly laments. The enemy were extremely well served with gunners, the French training up a great number of them, and having exercised them at a mark for upwards of three months before the engagement. The Marlborough's main-mast was brought by the board as if it had been but a twig; and the admiral's main-mast and his bow-sprit were shot through and through; the former had only two shrouds to support it, and all his top-masts were wounded. The enemy fired chiefly at the masts and rigging, for though the admiral engaged within pistol-shot he had but nine men killed outright, and forty wounded. His captain's arm was shot off the first broadside, and the Spanish admiral's ship, the Real, was totally disabled. When Mr. Mathews attacked her second, she soon bore away and made all the sail she had it in her power to set; he then made the signal for the Ann galley fire-ship to burn the Real, but her commander was so tedious in priming her, and in coming down, that the four ships a-stern got so near her as to prevent her success, and by some of their shot, or some other unlucky accident, she blew up (being then within pistol-shot, or less, of the

Real) with her captain and several of her men, and also the Spanish admiral's great launch full of men, which had been sent to prevent the fire-ship from boarding him. The admiral was himself at the same time within musket-shot of the Real, and was afterwards engaged, within less than musket-shot, by the same four ships which had passed by Mr. Lestock, which ships the rear of the admiral's division engaged, but at too great a distance.

" That the Somerset, Princessa, Dragon, Bedford, Kingston, and Berwick, engaged the rest of the Spaniards a-head; one ship, of 60 guns, of the enemy's, fell into our hands; and, during this time, M. de Court let Rear-admiral Rowley come alongside of him, when they had warm work for near three glasses, as had the Princess Caroline; that after that time M. de Court set his foresail, and left Mr. Rowley, who was then engaged by the French admiral's two seconds, but not for above twenty minutes before they went off. There were about three of the French ships engaged, the rest kept their wind in order to tack and weather us; but our van keeping the wind of them, prevented their design taking place. The night coming on, with little wind and a very great swell, hindered our improving the advantage we had got. The Barfleur had eighteen men killed, and thirty wounded.

" That notwithstanding the French tacked upon Rear-admiral Rowley, they did not think proper to engage him; they, however, retook the Spanish ship, it being impossible to do any thing with her, as she had not a mast standing, and as it was near dark the whole French squadron had been tacked upon them. Thereupon Captain Hawke, of the Berwick, left her, but could not get his lieutenant and twenty-three men out of her, the first lieutenant having done all he could to persuade the men to quit her, but in vain.

" That about eight at night the admiral shifted his ship, and hoisted his flag on board the Russel, Captain Long, not caring (should there be an engagement the next morning) to risk the falling of all his masts. At break of day they saw the enemy's fleet again to leeward of them, and found they had towed the crippled ships before the wind all night. The admiral chased them again, the French lying in a line of battle to windward of the Spaniards, most of them hull-to; but as he drew near them he made sail, and left the disabled 60-gun ship. The admiral then sent the Essex a-head, and ordered Captain Norris to burn the said Spanish ship, (not being able to spare any of his squadron to carry her to Minorca) which Captain Norris did. She blew up about half an hour after nine at night, and there was great reason to believe, if there had been any wind the French would have left the Spanish crippled ships, as most of them had suffered greatly.

" That in the afternoon Captain Watkins, of the Burford, joined the fleet; he had been in Hieres Bay the day before, where, hearing the reports of guns, and seeing the smoke, he made directly for it.

" That at night the admiral brought to, that the sternmost ships might get up with him: he saw the enemy again the next morning, but at a great distance.

" That after the admiral had lost sight of the enemy's fleet, and found

all his endeavours to rejoin them, or to procure intelligence of them, ineffectual, (they being gone, as he supposed, down the Streights) he laboured for several days, against contrary winds and storms, to get back to the bay of Hieres. This, however, he found impracticable, and was obliged to put into Port Mahon, where he was at an anchor on the 29th past, and proposed to get again out to sea the first moment that the necessary reparations could be made of the damages sustained by several of his ships, as well in the engagement with the French and Spanish fleets, as in the constant storms and foul weather he had since met with.

" As the admiral had not then had his returns from the several captains who were engaged, of the loss they might sustain in the action, he was not able to send the particulars thereof by this courier.

" All that he mentions upon that head, besides what is above, is, that the Marlborough lost in the action forty-three men, her captain and master included; had ninety wounded, who had been sent to the hospital in Minorca; and thirty slightly wounded, who remained on board, and would soon be able to do their duty."

The following is the French account of the engagement:—

" The combined squadron of France and Spain went out of the road of Toulon the 19th of February; they were composed, viz. that of France of fifteen ships of the line, four frigates, and three fire-ships; that of Spain of twelve ships; four others having remained in the port of Toulon for want of sailors. The wind was very favourable on the 20th for going up to the English, whose squadron consisted of 45 ships, thirty whereof were of the line, and eleven of three decks. We made use of the wind, but could not come up to them before night. They put to sea, and the wind fell. The calm continued during the whole day of the 21st, which we passed, lying by in sight of one another. On the 22d the wind came favourable for the English, who ranged themselves in order of battle to attack the two squadrons; they had the largest ships in the centre and front. The Spanish squadron, which should have formed the avant guard, by the wind changing, became the rear guard. *The English did not come up with all our line, or, to speak more properly, did not begin to attack till between twelve and one o'clock, the Spanish squadron and the centre of the French, leaving the rear guard free.* Mathews, with five of his largest ships of three decks, attacked the Real, and Rowley the Terrible, with three three-decked ships of his division, but the fire of the French obliged him to retire. During the fight, which continued near three hours, M. de Court made signal for his avant guard to tack about and succour the Spaniards; but as it was at some distance, and the smoke might not permit the signal to be seen, the Terrible with his division came to succour the Real. This motion caused the fight to slacken, and compelled the English to abandon the Spanish ship Poder, which had been obliged to surrender, being entirely dismasted. The English kept off as far as they could, without daring to follow the Real and the other Spanish ships, although many of them had been damaged in their masts, and especially the Real, the general commander

of which had received two slight wounds, and the captain being mortally wounded. The fight continued till half an hour after five, and the rest of the day, as well as during the following night, the squadron of France covered that of Spain, and sent carpenters and caulkers to the Real to repair her. On the 23d, at day-break, M. de Court, upon the noise of cannon which he heard, went and delivered the Spanish ship the Hercules, from the English ships, amongst which she had fallen in the night, believing them to be of her own squadron. The French employed the rest of the morning in taking between three and four hundred Spaniards out of the Poder; there were also ten or twelve English who had got into her to work her. They set fire to her, and towards night she blew up in the air and sunk. About noon the English appeared in order of battle, but very far off. We waited for them, and it was all we could do, because they were to windward. The Spanish officers will give a more circumstantial account of the ships of their squadron, which were engaged. M. de Court constantly covered the Spanish squadron, not only in the night between the 23d and 24th, but likewise all day, during which a very cold N. E. wind arose, and obliged the combined squadrons to retire towards the coasts of Catalonia. They kept together and in readiness till night; when the general lay-to, and made signals by firing of cannon, shewing lights for the others to do the same. The French ships perceived it, but the Spaniards followed their course, the St. Elizabeth towing the Real. We saw them the day following before Barcelona, and have not since had any further account of them, though several frigates were sent to see after them. We are, however, fully persuaded that the English did not chase them, and that they have not taken any ship of theirs except the Poder, which they abandoned. M. de Court adds some particulars in praise of the Spaniards, and finished by referring to the relation, which will be sent by their admiral, D. Jean Joseph Navarrs, whose valour and courage he praises extremely, as well as that of all the captains of his squadron.

"We have had advice that the Neptune was arrived at Barcelona; the Constant, the Hercules, and the Orient at Carthagena; and we expect every moment to hear of the arrival of the Real, of the St. Elizabeth, and of the other ships, with the relation of all that passed in the engagement, in which, as M. de Court says, D. Navarro, and all the commanders of the King of Spain's ships, shewed great marks of their valour, each of them having been attacked by two, three, four, and five English ships at once."

The entire loss which the English sustained in this unfortunate action, was 92 men killed, and 185 wounded, besides those who perished in the fire-ship. Captain Cornwall, of the Marlborough, it has been already stated, was amongst the killed; Captain Godfrey, of the marines, and Mr. Cotton, the master of that ship, were also killed; and Captain Russell, of the Namur, was mortally wounded.—The slaughter on board of the combined fleets was

far more considerable. The Real had 500 men either killed or wounded; the Neptune, 200; the Isabella, 300; and the other ships, in proportion as they shared in the engagement.

Admiral Mathews, when he found that all hopes of bringing the enemy again to action were at an end, put into Port Mahon, where he refitted his ships. Having proposed some queries to Admiral Lestock, relative to his conduct in the engagement, which that gentleman did not satisfactorily answer, he suspended him from his command, and sent him to England, on board the Salisbury; preferring a specific charge of misconduct against him. Rear-admiral Rowley, at this time, we believe, became second in command.

While refitting, Admiral Mathews despatched such of his ships as were the least disabled, to cruise on the coast of Italy, to prevent any supplies being sent to the Spanish army; and, about the middle of June, he found himself in a state to put to sea, with most of the fleet. He accordingly occupied himself in cruising on the coasts of France and Spain, where he took and destroyed several vessels belonging to the enemy, laden with provisions and ammunition. He was disappointed, however, in the hope of again meeting the hostile fleet, and of obtaining some advantage less equivocal than on the preceding occasion.

Admiral Lestock, on his arrival in England, thought proper to prefer recriminatory charges against the commander-in-chief; the consequence of which was, that Admiral Mathews, while at sea, received orders to return home. He accordingly struck his flag, in Vado Bay, about the latter end of August, or the beginning of September, when Admiral Rowley succeeded him in the command.

The result of these proceedings is well known. A court martial was appointed, to inquire into the conduct of the admirals, Mathews and Lestock, and some of the captains engaged in the action off Toulon; and, after a long and tedious investigation, Lestock was *honourably* acquitted, and Mathews declared incapable of holding any further employment in his Majesty's service.*

* "This sentence," says Charnock, in his life of Admiral Mathews, "however it might calm the stern severe countenance of unrelenting jus-

To whomsoever the blame attached, it is evident that no portion of it rested upon Admiral Rowley; as, both previously to the commencement of the action, and during its continuance, he conducted himself in every respect consistently with the character of an able and gallant officer. It has been seen, from the official account, that the French division, under M. de Court, which led the enemy's van, evinced the strongest disposition to avoid a close action; that, though de Court would, for a short time, lie-to with much apparent resolution, whenever Admiral Rowley and his squadron approached him, he set all his sails; and that, from the advantage of having all his ships just out of port, and clean, he was enabled, for some hours, to prevent his assailant from closing with, or bringing him to action. Admiral Rowley, during the short time that his ship was engaged, had 18 men killed and 30 wounded; a sufficient proof of the vigour and spirit of the contest.

It is remarkable, that the commanders of the combined fleets, as well as those of the English, were dissatisfied with each other's conduct on this occasion. Admiral Navarro, on his return to

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tice, was by no means equally fortunate in appeasing the tumult of popular opinion. The people, especially that part unacquainted with the rules and laws of the service, inquired for the person who had acquitted himself best in the splendid, brilliant, and ever favourite character of a gallant man. When they found their commander-in-chief actively and most spiritedly engaged in the centre of their foes, and when they searched in vain to discover the admiral of a squadron, under that commander, in the same situation, when they were told that, while the first was bravely employed in the manner just mentioned, the latter was not even within gun-shot; when they heard Mr. Mathews himself complain of being unsupported, of being left a sacrifice to the private resentment of an individual, and above all, of being deprived, by that conduct, of bringing into a British port the Spanish admiral, Navarro, in a ship mounting one hundred and ten guns, they felt the immediate impulse of a generous indignation: and those who were not severe and violent enough to condemn the justice of the court, were obliged to be content with confessing, that the code of naval discipline was what they did not understand." *Vide* Biographia Navalis, Vol. III. page 270.—It has been said, that the King was much dissatisfied with the decision of the court martial; and that he for some time actually refused to signify his approbation of so severe a sentence on a man who had acted with so much acknowledged bravery as Admiral Mathews.

port, expressed himself to the Spanish ministry to be much displeased with M. de Court's conduct; a complaint was consequently made to the French government; and that veteran officer, then nearly eighty years of age, was superseded in his command.

On the 19th of June, 1744, prior to his assumption of the chief command in the Mediterranean, Mr. Rowley was made vice-admiral of the blue squadron. During the remainder of the year he continued to cruise against, and to watch the motions of the French and Spanish fleets. On the 18th of October he was joined by Captain Osborne, with a division of the fleet which had been detached on a separate service; from which period he found himself so completely master, in that part of the world, that scarcely a ship of the enemy could put to sea, without incurring a serious risk of capture or destruction.

Towards the latter end of January, 1745, Vice-admiral Rowley sat as president of the court martial, which assembled on board the Torbay, in Mahon harbour, for the trial of Captain Norris, who had been accused by his officers of bad behaviour in the action off Toulon.*—On the 23d of April, he was made vice-admiral of the white squadron; and, about the same time, having been joined by Rear-admiral Medley, with a reinforcement from England, he put to sea with twenty-four sail of the line, and steered for Carthagena, to block up the Spanish fleet in that port; detaching Captain Osborne with twelve sail of the line, to watch the motions of the Brest fleet at Cadiz. This measure effectually prevented a junction of the enemy, and afforded the English cruisers an opportunity of very much distressing their trade. In the course of the month, five-and-twenty sail of the enemy's vessels

* The court martial here mentioned, instead of coming to a decision on the conduct of the prisoner, referred it to the Admiralty; doubting their own authority, as Captain Norris had, by permission, some time before, quitted the command of his ship, and was then on half pay. The affair was subsequently laid before the House of Commons, who passed a heavy censure on the court martial, for the partiality which it had shewn; and Captain Norris was ordered home to take his trial. On his arrival at Gibraltar, conscious, as it is supposed, of the justness of the charges which had been laid against him, he retired into Spain, where he changed his name, and passed the remainder of his life in obscurity.

were captured; some of them of great value, and considerable force.

The vice-admiral continued thus employed till the latter end of September; when, the republic of Genoa having avowed its intention of sending a large body of troops to assist the French and Spaniards, against our ally, the Queen of Hungary, he detached Commodore Cooper, with a strong squadron, to seize the ships of that state, and to bombard its sea-port towns. This service was effectually performed, by demolishing the greater part of the towns of Savona and Final, and laying that of St. Remo in ruins.*

Admiral Rowley returned to England at the latter end of the year 1745, or early in 1746; and it does not appear that he ever went to sea again. On the 15th of July, 1747, he was promoted to the rank of admiral of the blue; on the 12th of May, 1748, he was made admiral of the white; on the 12th of July, 1749, he received the honorary appointment of rear-admiral of Great Britain; on the 22d of June, 1751, he was appointed one of the Lords Commissioners of the Admiralty; an office which he continued to enjoy, through three commissions, till the 20th of November, 1756. On the 7th of April, 1757, he was again chosen to be one of the Lords of the Admiralty; but he remained there only till the 2d of July following.

In the year 1753, Admiral Rowley was elected one of the Knights of the Most Honourable Order of the Bath.—On the death of Lord Anson,† in 1762, he succeeded to the post of admiral of the fleet; on which occasion he resigned the office of rear-

* Commodore Cooper proceeded from St. Remo to the island of Corsica, to assist its inhabitants in their attempt to cast off the yoke of the Genoese. On the 17th of November, his squadron began to bombard and cannonade the town of Bastia, the capital of the island, and, by the 20th, all the cannon were dismounted on the batteries, and the greater part of the town destroyed. The Marquis de Riverola, who commanded the malcontents, had made so successful an attack on the land side, that the Marquis de Mari, the governor, finding the place no longer tenable, abandoned the castle, and retired with the garrison to Calvi. Towards the close of the year, the Genoese were dispossessed of the whole island, excepting the towns of Calvi, Ajaccio, and Bonifacio.

† *Vide* NAVAL CHRONICLE, Vol. VIII. page 296.

admiral of Great Britain. He was indeed senior in rank to Lord Anson; but the interest and political consequence of that nobleman, derived from his wealth, his success over the French fleet in 1747,* and the honours bestowed on him as a reward for his conduct on that occasion, obtained for him a preference to the appointments of vice-admiral of England, and admiral of the fleet.

With much honour, and the most unblemished reputation, Sir William Rowley thus attained the highest rank in the service. Having some time retired from the scenes of active life, he died on the 1st of January, 1768, having reached his 78th year.

HERALDIC PARTICULARS.

Sir William Rowley, K.B. Admiral of the Fleet, and a Lord Commissioner of the Admiralty, was descended from an ancient family in Essex. He married Arabella, the daughter of Captain Dawson, of the army, who was slain at the siege of Gibraltar in 1727; and by her (who died in Feb. 1784) he had issue, four sons and one daughter—viz. 1st, Thomas Rowley; 2d, Sir Joshua, of whom hereafter; 3d, Clothworthy Rowley, a counsellor at law in Ireland, and some time member of Parliament for Downpatrick, who married Lætitia, daughter of Mr. Samuel Campbell, of Bath, and had a numerous issue; 4th, William, late a major-general in the army. Arabella, the daughter of Sir William, was twice married; 1st, to Captain W. Martin, of the royal navy; and 2dly, to Colonel Samuel Gibbs, by both of whom she had issue.

Sir Joshua, the second son, as above stated, was born in May, 1734. He was a Vice-admiral of the White; and in consequence of his services was created a Baronet on the 10th of June, 1786. He died in February, 1790; having, by Sarah his wife, (the only surviving child of Bartholomew Burton, Esq.) had issue five sons and three daughters, viz.—1st, William, who succeeded his father, and is the present Baronet. He was formerly a captain in the Guards, and married Susan, the daughter of the late Admiral Sir Robert Harland, Bart.; 2d, Bartholomew-Samuel, Vice-admiral of the White, married Mrs. Wade, of New Grange, Yorkshire; 3d, the Rev. Joshua, who married Mary, daughter of Henry Scourfield, of Robertson Hall, Pembrokeshire; 4th, Charles, a post captain in the royal navy, married Elizabeth, youngest daughter of the late Admiral Sir Richard King, Bart. and has issue; 5th, George. The daughters were, Philadelphia, Sarah, and Arabella.

ARMS.—Argent, on a bend sable, between two Cornish choughs, proper, three escallops, argent.

CREST.—On a wreath a mullet pierced, Or.

SUPPORTERS.—Two Cornish choughs proper, ducally crowned, Or.

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* *Vide* NAVAL CHRONICLE, Vol. VIII. page 290, *et seq.*

NAVAL ANECDOTES.
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

FRENCH COURT MARTIAL.

AT page 341 of the present volume, we mentioned that several of the French captains, engaged in the affair of Basque Roads, in April last, had been brought to trial. We are now enabled to give the following additional particulars.

The account of the loss of the Calcutta was given by her captain, Lafon, and his officers, jointly. It states, that whilst preparing to engage a British frigate, they were surprised by the explosion of a catamaran, and soon after, being nearly surrounded by fire-ships, one of which their cannon sunk, they cut their cables to avoid the others, and about midnight grounded; but after lightening the vessel, succeeded the next morning in getting off with the tide. They were then attacked by two of our frigates and two bomb-vessels. Notwithstanding their disadvantageous position, and the paucity of their numbers, the whole crew, consisting of only 230 men, they returned our fire, when, about three o'clock, two other British ships joined in the attack. At four, convinced of the impossibility of saving the ship, they forsook it, having only twelve men wounded, and none killed, and set it on fire, when they repaired on board the admiral, who sent them to Rochefort.

The loss of the frigate l'Indienne is thus accounted for in the journal of her captain, signed by all her officers. Having placed his vessel at a short distance from the boom, which protected the French line, she was suddenly covered with fire by two explosions which took place at the boom within the lapse of forty minutes, and discovered to his view the approach of several brigs and fire-ships, which burst through the boom, and advanced kindling against the fleet. In order to avoid them, he passed through the French line, and after several astonishing escapes, grounded, and waited for the return of the tide. The next day he was astonished at finding that not a single French vessel had suffered by the effects of the explosions and fire-ships. That day was spent chiefly in vain efforts to get afloat, and in witnessing the destruction of the Ville de Varsovie, the Calcutta, Aquilon, and Tonnerre. On the 15th he was attacked, as well as the Ocean and Regulus, by six British gun-boats, a small frigate, and two cutters; but after an action of several hours, that flotilla was obliged to retire. Having thrown the greatest number of his guns, almost all his powder, ammunition, and provisions into the sea, without being able to get completely afloat, he was obliged to send to the admiral for ammunition and assistance, both of which were not afforded him in an effectual manner. On the 14th he formed a battery on land, which was served by part of his crew. At four

o'clock five British brigs and a bomb-vessel attacked the Regulus and Foudroyant, and continued bombarding them until seven in the evening, without compelling them to alter their position. On the 15th he succeeded in getting the frigate perfectly afloat, and threw almost the whole of his remaining cannon into the sea. In the evening he descried the approaching catamarans, and took precautions in consequence. On the 16th the frigate was driven aground by the wind a second time. Her masts were on the point of falling overboard; she was filling fast with water, and her sides began to gape, when her captain called a council of war, which determined that every hope of saving her being lost, it was necessary to abandon her; she was set on fire, and the crews landed near Fouras, from whence they repaired to Rochefort.

The captains of la Ville de Varsovie and Aquilon having been taken prisoners, their statement of the loss of their ships could not be transmitted to the court martial.

Captain La Caille, of the Tourville, one of the ships that escaped, having been accused of leaving his ship for several hours, whilst she was in presence of the enemy, and the accusation being corroborated by the minutes of his journal, was also compelled to give an account of his conduct before the officers composing the court martial. It appears, that when the first catamarans exploded, the French frigate, la Pallas, whilst endeavouring to avoid a fire-ship, ran on board the Tourville, which then cut a cable, and was soon after threatened by the Regulus, to which a fire-vessel had fixed itself. The Tourville then manœuvred to avoid the surrounding perils, but got aground, and the captain ordered the gunpowder barrels to be opened, in order, should the ship catch fire, that they might be immediately drowned by means of water pipes; but his apprehension proved unfounded. On the arrival of a pilot, he attempted to gain the mouth of the river, but with little hopes of success.

On the 12th, whilst several British frigates engaged the Ville de Varsovie, the Calcutta, and Aquilon, the Tourville threw away her heavy guns and cannon balls, and sent all her inexperienced and weak sailors and boys on shore, keeping only the stoutest men and marines on board. The pilot, convinced of the impossibility of saving the ship, took French leave, and the captain was informed that several fire-ships were coming against the Tourville, and conscious in his grounded position of inability, to avoid or remove them, ordered the whole crew to land, and was the last who quitted the ship. The wind having undergone a favourable change, and no fire-ships having reached their destination, the captain and crew returned on board with the same pilot, whom they had found on shore, and who now expressed his belief that the ship could be got afloat, on account of the alteration in the wind. Several British bomb-vessels and other ships approached at that critical moment to engage the Ocean and Tourville, both of which answered their fire effectually. The next night they succeeded in getting afloat, and sailed for the mouth of the river, but through the want of experience in the pilot, were grounded on the other side near Fouras. On the 15th they were set afloat by the morning tide, and on the 16th, anchored at the mouth of the river, off the point of Vergeron.

The examination of the officers of the fleet, which follows, in length far exceeds that which took place on the investigation of Lord Gambier's conduct, on the same occasion. In general, as far as it goes, it appears to be in favour of the captains whose ships were lost.

BRITISH JUBILEE AT CARLSCRONA.

A NAVAL officer, belonging to the British fleet, off Carlscrona, in a letter dated October 26, thus describes the manner in which the late Jubilee was kept, by Sir James Saumarez' squadron:—

"Yesterday, being the Fiftieth Anniversary of our most gracious Sovereign's accession to the throne, was celebrated by the squadron at this port, under the command of Vice-admiral Sir James Saumarez, in the most distinguished and appropriate manner, and exhibited the most gratifying scene of loyalty ever witnessed in this part of the world. At eight o'clock the royal standard was displayed at the mains of the Victory and St. George. At ten o'clock Divine Service was performed on board the respective ships, and, with grateful hearts, thanksgivings were offered up to the Throne of Grace for the mercies bestowed upon us, in prolonging the reign of our beloved and venerable monarch, with heartfelt prayers for its long continuance. At twelve o'clock the preparative was hoisted in the Victory; and instantaneously all the squadron was dressed with colours in the most splendid and tasteful manner. The Victory then commenced a salute of fifty guns, which was followed by a *feu de joie* of small arms from the St. George, Rear-admiral Pickmore, and the rest of the squadron; which being finished, a royal salute of twenty-one guns was fired from each ship, the bands playing the two national favourite airs of "God save the King," and "Rule Britannia." The brave tars composing the crews were then allowed to testify their loyalty by loud acclamations, and the neighbouring shores resounded with three hearty cheers from seven sail of the line, besides frigates and smaller vessels. A very valuable convoy of 140 sail, under the protection of the Bellerophon and Piercer, got under weigh, with a light breeze, and added very much to the impressive grandeur of the scene. In the evening the commander-in-chief gave a grand dinner to Rear-admiral Pickmore, and all the captains and other officers of the fleet, on board the Victory; and this auspicious day was ended with the greatest conviviality, after affording to a foreign nation signal proof of the enthusiastic loyalty felt by British seamen."

JUBILEE AT LISBON.

THE feelings of the Portuguese towards the British sovereign and nation, are forcibly pourtrayed in the following extract from the Lisbon Government Gazette, respecting the late joyous anniversary of his Majesty's accession:—

"The propitious, the brilliant day, was celebrated in this capital by a salute from the castle, and all the ships of war in the harbour, which for that purpose were decked with their various colours and streamers. Their excellencies the governors, and the secretaries of the government of this

kingdom, their excellencies the Marshals Wellesley and Beresford, and other persons of distinction, dined at the house of his excellency Mr. Villiers, Minister Plenipotentiary of his Britannic Majesty, who has so endeared himself to the Portuguese by his probity, his talents, and by his peculiar attachment to our nation.

" In the evening they all repaired to the Theatre of S. Carlos, where a splendid eulogium was pronounced on his Britannic Majesty, and the battle of Vimeira represented in a ballet. They afterwards repaired to the National Theatre, where, among other things, was recited, with the greatest enthusiasm and applause, the famous hymn of " God save the King," translated into Portuguese.

" Portugal, and all Europe, offer up their vows that this anniversary may return for many years to come, for our satisfaction and happiness."

NOTICE OF A SUNKEN ROCK.

The following article of nautical information, from a letter, dated Tortola, July 1, is deserving of the attention of navigators and traders to Trinidad :—

" As I have never met in any of the charts of Trinidad the smallest notice of a sunken rock which is in the Grand Bocas, I conceive it may be for the benefit of the British navy that its bearings and distance are accurately known. I had an opportunity of getting at its precise situation on the morning of the 26th of June, the ship Samuel, Captain Sughree, of London, drawing seventeen feet water (on which I was on board) having stuck fast upon it for several hours. It is about forty yards in circumference, with nine feet at low water in the shoalest parts. While we lay aground, two of the convoy passed on each side of us without touching, although not 25 fathoms from us, the water being very deep all round. The bearings of this rock are—Chacachacarrero S.W. point E.N.E ¾ mile—Goose Island S.W. by W. ¾ W.—S.E. point of Cumana, bordering on the Grand Bocas W. by S.—*Note*—The current was setting very strong from the southward, with light variable winds."

SEVERE CONFLICT BETWEEN THE BOATS OF THE DRUID, AND A FRENCH PRIVATEER.

The subjoined distressing narrative is copied from a Cork newspaper, of the 23d of November :—

" The Druid frigate, Captain Sir William Bolton, has brought into this port a French brig of war. The circumstances which attended this capture are too unfortunate to render the event, advantageous as it is to our trade, a subject of gratification—they are summarily these :—In the course of her cruise, the Druid fell in with three strange vessels at night, and at a considerable distance to the southward of the Irish coast. Unable to close with them, on account of a calm, Sir William had three boats manned and despatched, with some admonition, that if they were ascertained to be

enemy's ships of war, no risk should be incurred in approaching them. The first lieutenant, Mr. Watkins, commanded this detachment, and led it with his boat. Mr. Andrews, the second lieutenant, was in the next boat. With the zeal and spirit which distinguish all our naval operations, those officers proceeded; but unmindful of the prudence which had been recommended, the headmost had scarcely made out the nearest to be an enemy, when it was determined to carry her by boarding. The attempt was accordingly made; but the enemy was too strong to be assailed successfully by so small a force, and, in a short time, every man of the boat's crew, including their intrepid commander, was either killed or wounded. The wounded were taken on board the enemy's vessel. The wound of this gallant lieutenant, we regret to state, was mortal, and he died, after enduring the amputation of his thigh. The first boat was so far a-head of the others, that the destruction took place before she could be supported. The second, however, in which was Lieutenant Andrews, not intimidated by the fate of the first, renewed the attack, but with no better fortune; her crew was either killed, wounded, or made prisoners. Lieutenant Andrews received a desperate wound, by a grape-shot in the thigh, and apprehensions are entertained for his life. The third, which assailed the enemy, with the same resolution, was not more successful—her crew suffered similarly. As soon as the French vessel had accomplished this work of destruction, she, with the assistance of sweeps, got out of sight of the Druid, and Sir W. Bolton, not knowing what had happened to his boats, kept on the same course with what progress his ship could make. The next day he again got sight of the enemy, but unable to come up with her, he lost her in the night. Standing on he again observed her next day, and again she escaped him. Despairing either of gaining upon her, or recovering his boats, he altered his course during the night; the enemy, by a critical coincidence, had done the same; and the succeeding morning he again got a view of her, and a breeze of wind springing up, after a chase of some length, he succeeded in capturing the object of his anxiety. The prize proved to be a large French national privateer, admirably well found in every respect, and strongly manned. It was a subject of deep concern to Sir William Bolton to understand the fate of his officers and men, upon capturing the brig; it was, however, some satisfaction to have recovered the wounded and prisoners. The loss, in this unhappy affair, was 10 killed and wounded, and 17 prisoners, which have been retaken. The two brigs, consorts to the prize, escaped. Sir William Bolton is nephew to the immortal Nelson."

DETAILS RESPECTING THE DESTRUCTION OF BAUDIN'S SQUADRON AND CONVOY FROM TOULON.

In addition to the official accounts of the late victory in the Mediterranean, which are given in a subsequent sheet, the following private letter, written by an officer on board his Majesty's ship Sultan, and dated off Cape St. Sebastia, November 1, 1809, will be found to contain much interesting information:—

" A few circumstances which have taken place lately may be worth your reading. We left the Island of Minorca on the 13th of October, with about fifteen sail of the line, two frigates, and four sloops of war, having information that it was the enemy's intention to relieve the garrison of Barcelona, with fifteen sail of the line and nine frigates, besides a number of transports with provisions and troops on board. On the 15th, we reached the coast of Catalonia, between Cape St. Sebastian and Barcelona, where we found it was the admiral's intention to cruise for the enemy, which I think was most judiciously planned by his lordship to fall in with them, was it their intention to do so. From the 15th to the 22d, nothing particular occurred; our fleet keeping within a few leagues of Cape St. Sebastian, the admiral having frequent communication with the shore, *via* Gerona, which the French were besieging, and, it was thought, would not gain possession of. On the 22d, about nine P.M. we observed a sail in the E.S.E. coming down on us under a crowd of sail, making signals for the enemy's being near, which were repeated with guns and false fires, until the admiral answered it, and made the signal to us that the enemy's ships were supposed to be near. Our whole fleet were instantly under a crowd of sail, anxious to meet the common foe. You may easily imagine how much our anxiety must have been for the sight of day-light. On the morning of the 23d, we understood, the happy tidings of the enemy's ships being near, reached the admiral through the vigilance of Captain Barrie, of his Majesty's ship Pomone, who was left watching them off Toulon. At 9 A.M. the Pomone, being the weathermost ship of our fleet, made the signal for the enemy's ships being in sight, 37 in number, seven of which were of the line, one frigate, and the rest transports. The signal was immediately made for Rear-admiral Martin, in the Canopus, to chase with seven other ships, the Sultan included as one; two of them, by a shift of wind, lost sight of the flying squadron during the night. About three P.M. the enemy's transports separated from the ships of war, the former steering to the N.N.W. the latter to the E.S.E. with the wind at N.E. seemingly in great confusion. At dark we lost sight of the enemy. At eight P.M. the wind about east, tacked to the northward (considering that they would push for their own coast), and continued under a great press of sail all night and next day, with the ships as per margin.* The 24th, squally weather, with drizzling rain and thick weather. At five P.M. the Tigre being the headmost ship, made the signal for four sail in the N.N.E. which we soon discovered to be part of the enemy's squadron: a crowd of sail was instantly spread on every ship of our little fleet, in hopes of bringing them to action before night: at dark we again lost sight of them, and were approaching the shore fast, our headmost ship being in 17 fathoms water; hauled our wind for the night, and made short tacks, in order to keep the enemy within us.

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* Canopus, Rear-admiral Martin, Captain Ingles; Renown, Captain Durham; Tigre, Captain Hallowell; Sultan, Captain Griffith; Leviathan, Captain Harvey; Cumberland, Captain Wodehouse.

The vigilance and sound judgment of Rear-admiral Martin cannot be too much praised in keeping the track of the enemy; and I must confess, that the captains of the ships under his command deserve the greatest credit, for being able to keep company with him under all circumstances, the weather thick, unsettled, and the Canopus being a very fast sailing ship. On the morning of the 25th, about seven A.M. we discovered the enemy's ships in the north, three of the line, and one frigate. Our whole squadron, following the example of our admiral, were soon under a press of sail, wind S.E. blowing fresh, and every prospect of bringing them to action. Now, my dear Sir, you may easily imagine how much we were all disappointed to find we had such a small proportion of the enemy's ships to deal with; as honour is the general order of the day, we shall get but little credit for what we have done. Two of the finest ships of the French navy, having 16 ports on their lower gun-decks, burned to the water's edge; one of the line, and one frigate, driven on shore in the small harbour of Cette, in the gulf of Lyons. It is generally believed by those who pretend to know the place, that the line-of-battle ship which went into Cette, must have been considerably injured in her bottom, and that she never again can appear at sea without being metamorphosed. Again for the narrative of our proceedings—About 11. 20. A.M. we were approaching the enemy very fast, and had every thing prepared for anchoring with springs on the cables: we were nearing the shore very fast, which made this precaution necessary. At 11. 40. A.M. the enemy shewed a disposition to run their ships on shore. At 11. 52. A.M. two of the line-of-battle ships of the largest class, of two decks, one of them having a rear-admiral's flag flying, put their helms up, and run both on shore within pistol shot of each other, about six miles N.E. of Cette harbour: some of our ships were then in seven fathoms, others in five. Our ships immediately hauled their wind to avoid the same danger; the enemy having themselves done all that we could wish for the destruction of two of their own ships, without our firing a single gun at them: therefore we have sustained no loss. The Tigre and Leviathan chased the other line-of-battle ship and frigate, but could not come up with them; they therefore reached the small harbour of Cette. The ship of the line must be inevitably considered as destroyed; and we doubt whether the frigate will ever again leave that harbour. The harbour of Cette is well known by our Mediterranean traders; and I believe a vessel drawing above 16 feet water, was never before known to enter it; the swell was high, and they were observed to beat over the shoaled water outside of the Mole Head. The squadron now experienced the want of a frigate, and which had unavoidably lost sight of us from the thickness of the weather, and, no doubt, anxiety of their captains to keep sight of the enemy. The wind being now dead on the shore, with a good deal of sea, it would have been highly imprudent, in my humble opinion, to have anchored one of our ships of the line, which a small ship might have done, to prevent the enemy from landing any thing out of their ships. At one P.M. a number of boats assembled round them, and they were seen to be busily employed in landing their crews, as well as cutting every thing away,

and dismantling their ships. A little after four P.M. both ships' mizen-masts went by the board: at dark we stood to the southward with our small squadron, and tacked in the night, with an intention to be close in with the wrecks by day-light; the wind failing us, we did not close with them until towards evening on the 26th; found one with her foremast only standing; the other her fore and mainmast, apparently quite destroyed by the swell of the sea. At 7. 30. P.M. they landed all their people, and set fire to the two ships, and by eight they were completely on fire, fore and aft. At 10. 30. P.M. they exploded: it was one of the most grand sights ever seen; we were within six or seven miles of them at the time; it being then calm, serene, and a clear moon-light night, made the prospect more beautiful.—27th, light airs and foggy weather, making the best of our way to join the fleet. We are full of anxiety to know what has become of the remainder of the enemy's ships, as we left ten sail of the line, three frigates, and one sloop in chase of them. I hope they will be able to give as good an account of them as we have done with the four in question. You will see that I leave ten sail of the line, we only sailed with fifteen from Mahon. Know then, that the Conqueror joined us on the coast of Catalonia; she has, for these some months past, with two frigates and one sloop, been blockading the port of Barcelona. This fate, I hope, will be a death blow to the enemy in that quarter, and relieve the Spaniards of their unwelcome visitors at that place. I think it must now fall. The 30th, joined the fleet off Cape St. Sebastian; found five or six of the convoy taken and destroyed, the rest of the convoy effected their escape during the night, and got into the Bay of Rosas. Two line-of-battle ships, three frigates, and three sloops, have just made sail to endeavour to destroy the convoy at Rosas. I hope they will succeed. Captain Hallowell, in the Tigre, has the direction of the squadron. Since joining the fleet, I understand the ships of war, that I have given you an account of, were all that sailed from Toulon with the convoy in question; we therefore must have mistaken the Pomone's signal on the 23d; she was at a great distance, and seven may very easily be mistaken for three, as it proved to be three of the line and one frigate.

November 1. The Tigre and her little squadron are joining, after having destroyed, as I am given to understand, ten sail by fire; and four sail have actually joined us, three of them brigs, and one settee; the settee is armed with fourteen guns, and one of the brigs with ten guns. I am sorry to say, this has not been done without some loss on our side; we have lost in killed, one lieutenant and one mate; also about 30 seamen in killed and wounded, including officers.

UNFORTUNATE FAILURE OF AN ATTEMPT TO ESCAPE FROM A FRENCH PRISON.

At the latter end of the year 1808, or early in 1809, a midshipman, the son of the late Admiral Worth, with five more Englishmen, attempted to make his escape from the Forte of Bitche, in France, by means of a rope made from their sheets. The height of that part of the fort whence they descended, is near 96 feet perpendicular. Five succeeded, but the sheet

unfortunately broke, and precipitated this brave lad near 30 feet, by which he broke his thigh. Such was his courage, although in excruciating pain, that he remained at the foot of the fort from seven o'clock in the evening till eight the next morning. While he lay in torture, the night patrole passed close to him; in the morning, they found him still lying in the ditch, and asked him why he had not called for assistance? His answer was—"What, and betray my comrades? No—thank God! they have a night's start of you."—He recovered, and, immediately on his recovery, according to the humanity of the French, was put into a dungeon for several weeks.

This same young man made the same desperate attempt two years before, with six others; but at the moment of the rope being fixed to the bar of the *souteraine*, an officer tumbled over the rope; this gave the alarm. Instead of retreating into the *souteraine*, they all descended on the rope, which broke about seven feet from the post, and they fell near 100 feet right perpendicular. Lieutenant Essel was killed, and the other five fell into a small tank of about two feet water, which broke their fall, but they were all senseless, and it was many weeks before they recovered; immediately on which they were all confined, for three months, in the depth of winter in dungeons.

CORRESPONDENCE.

ROCKET SYSTEM.

LETTER V.

"*Mobilitate viget; viresque acquirit eundo.*"
VIRG. ÆN. IV. 173.

"*Swift from the first; and every moment brings*
New vigour to it's flight, new pinions to it's wings."

MR. EDITOR,

IT is in the application of the Congreve to naval purposes that the advantages to be derived from the first principle of its flight are most conspicuous; for it is the power it possesses of projecting *itself* without re action upon the point whence it departs, that not only renders the smallest boats in the navy as serviceable for the discharge of carcasses as the vessels of considerable tonnage hitherto employed for that service; but moreover enables us to project them by such means in vastly greater quantities and in much less time than by the ancient mode.

It is possible to equip a gun-brig so as to discharge twenty war-rockets of the largest calibre in one broadside, and as quick in succession as may be desired. Thus ten brigs so armed can, in a few minutes, discharge 200

rockets, each equal to a 10-inch spherical carcass, to say the least; whereas ten bomb-ketches would not throw the same number of the latter in less than two hours; during which time the brigs would send from 1,000 to 1,200 Congreves, conveying nearly four *tons* of combustible matter.

Therefore for a naval attack of any strongly fortified place or harbour, where the object is the conflagration of the town or shipping, it is not assuming too much to say, if the reasoning on the properties of this weapon, in my two former letters, be admitted, that there is no other at present known possessing equal powers.

But a still stronger case may be put: if, for instance, it is desirable for the sake of security, or from want of time, to perform any such service by a *coup de main* absolutely—20 brigs can discharge in a single volley 400 rockets, a shower that must make an impression on any place; and then, if required, immediately retire: nor is there any thing difficult in supposing the employment of such a force; whereas to accomplish the same thing in the old way, would require no less than 200 bomb-vessels, the having such a force as which in constant readiness, I leave the reader to judge the expediency and practicability of. For enterprises of this description, and the present moment is big with opportunities, I do not hesitate to affirm, that was this weapon put, *properly*, into the hands of the navy, its effect would be extremely important.

But in fact the advantages of it for naval purposes do not rest here; for such is the simplicity of the system of equipment, that the saving which would attach to this mode of throwing carcasses afloat in general, is incalculable, particularly when compared to the use, and that very limited, of vessels, constructed on purpose, at an *extra* expense, and fit for little else. Not that I would be misunderstood to mean that the use of mortars in the sea service should be entirely exploded. On the contrary, I think the improvement of that, as well as every other branch of marine artillery, it peculiarly behoves this naval nation to carry to its utmost *capability*; but I am also of opinion, that the present establishment of sea mortar service is excessively expensive, and extremely defective; the latter I know was demonstrated at Copenhagen; where, moreover, a trial was made of marine 8-inch mortars in ten of the launches of Admiral Gambier's fleet, with a measure of success which went nigh to prove that the number of our men of war bombs may be diminished, if even their services might not be dispensed with altogether.

But it has been objected by F. F. F. and by others more versed in such matters than that writer, that was this arm added to the naval establishment, the facility of its application might cause an undue frequency in its use: indeed some are so fastidious as to question the lawfulness* of it—the lawfulness of rendering our hostility in war burthensome to an enemy, and to such an enemy!! But, independently of the substantial arguments

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* See NAVAL CHRONICLE, Vol. VIII. page 389. touching the properties of certain *fire-balls* found in some of the French prizes at Aboukir.

afforded by the awful crisis to which the present contest has led this country, I beg leave to say, that the notorious existence of such an engine in the English navy, with that dominion of the seas, by which it can at all times approach any of the enemy's ports, would put much into our power without a struggle, that now sometimes costs us dear, and this without much of aggravated severity to the enemy, (if that must be taken into consideration to satisfy the philanthropic party, for was it once thoroughly well known to them that our cruisers were furnished with the means of burning any of their maritime towns; such for instance as distinguished themselves by privateering—what towns-people would, on a conditional threat of such destruction, refuse to surrender any vessels sheltered under its batteries? Would not such pernicious inmates be at once driven to take their chance in the offing, rather than be protected at the price of the place itself? Thus by bringing the realities of war home to their very doors, we might nearly dictate the terms of maritime warfare along the whole coast of France, where it is at present hardly felt in any other shape than the conscription, or the scarcity of certain foreign commodities. Terror might thus be excited in so large a portion of the population, that discontent without palliative would gradually extend its influence throughout the interior of the *Empire of the West*.

In this plan I find myself seconded, and in point of publicity anticipated, by another of your Correspondents (Ben Block) in page 374 of this Volume. I hope his useful hint may reach the knowledge of some of the *great* and *wise* at the helm of affairs, and be reduced to seasonable practice: for assuredly these are not times for inefficient theories, any more than for the nation to be amused by the contemptible cabals of selfish oligarchists.

It must be admitted that, in the single-handed contest we have now to maintain for our very existence as a nation, (since that, after all the vapouring of the borough-mongers, is the undisguised fact) some extraordinary addition, either to our means of defence or offence, seems as necessary as a change in the principles upon which our rulers since 1794 have carried on the war. The enemy naturally enough is very shy of meeting us at sea in the orthodox way. It is therefore a grand *desideratum* for our navy to be enabled to ferret him in his lurking places, and convince him of his vulnerability in his strongest holds. This was the opinion of Nelson; and one of his letters lately published,* written during the blockade of Cadiz, more particularly shows his sentiments on the then quite recent invention of the war-rocket.

BRONTES.

Shooter's Hill, 2d December, 1809.

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* Harrison's life of Nelson, Vol. I page 145.

PRESENT MANAGEMENT AND DISCIPLINE OF THE NAVY.

Letter XIV.

SIR,

FEW things in the internal regulations of this country, strike the minds of foreigners more forcibly than the manner in which the affairs of our navy are conducted. At the present moment they are full of wonder at this momentous concern being entrusted to the care of a general officer, who has but little actual service to boast of, even in his own profession. Nor has this general more naval assistance than most of his predecessors have had, when the number of men and guns in the whole fleet did not exceed that of some of our modern armaments. It is not at all my intention to throw the smallest degree of odium on the noble Lord at present ruling our naval affairs, for many others have been in exactly similar situations, but to consider the case *generally*, as one in which the welfare of the country is deeply concerned, and on which the discipline of the navy so greatly depends. I am also well aware that many very strong objections have been urged against the appointment of a naval man to this high office; but there appears to be only one which can hold good in all cases, which is the great probability that he will be partial to a particular set of officers and followers; and as every man has a hobby horse, he may have a professional one, which he may ride a little too hard. It cannot, however, be doubted, but that in the list of admirals there are to be found men who are as capable of conducting the affairs of the navy, as any that can be picked out from the muster roll of generals, or from any of the stages of nobility. If this be once granted, it will hardly be controverted, that the officers of his Majesty's navy merit all the reward and distinctions which can with propriety be bestowed, and it seems but just that they should be able to look forward with some degree of chance to the attainment of the summit of their profession; and if there are any peculiar evils to be guarded against, which may arise from professional partialities, surely they may be easily provided for by wise regulations. But should it still be deemed improper that the *first* lord of the Admiralty should be selected from the naval list, it appears to me wholly wrong that the other commissioners should be chosen from any other set of men. It is universally understood that the two or three naval lords of the Admiralty have a most laborious employ, that they have no share in the most agreeable part of office, the power of providing for their friends, and scarcely of accommodating them in some few of the minor concerns of arrangement; and it is well known that the Land Lords can be of very little assistance indeed with respect to most of the business. All the laborious part of the commission must be, and of course is, executed by the first lord and the few naval men at the board. Now, Sir, considering the immense increase of the navy, the great number of officers of all classes to be arranged and appointed, the vast number of letters and orders to be despatched, on matters *solely nautical*, does it not appear strange that only the same number of men should

be appointed to execute all this duty as were employed for the same purpose a century back? In my first letter to you, Vol. XIX. I have already offered some remarks on this subject.

Now, Sir, let us consider it in another point of view. If the allotted number of commissioners is so large that one half of them *can* transact the whole of the nautical part of the office, to whom ought the other places in justice to be given? Are there no officers in the service who deserve as well as the noble Lords or *borough patrons* who usually fill them? But I fear, Mr. Editor, that in truth the naval service languishes at times, and not unfrequently for want of more naval officers at the board, in spite of the most diligent exertions of the excellent men who have filled, or who now fill the office. And although this may be, must be known, yet so inveterate is the habit of having a certain number of places assigned to the borough system, that even a most material defect in the most important part of our national safety gives way to it. But should still any doubt remain, on the subject of the whole commission for executing the office of Lord High Admiral being filled by men who understand the important concerns they have to execute, I cannot for a moment suppose a doubt of the propriety that all the commissioners of the navy should consist of experienced officers from the various classes in our service, nor do I think that the arguments produced during the late session of Parliament, respecting certain appointments in the Victualling Office, were at all satisfactory. That there are naval men not in actual service afloat, in all respects competent to the complete discharge of any of the duties of the civil department will not be denied, and if a conclusion to the contrary should be attempted to be drawn from instances of incompetent persons having been sometimes appointed, let it be recollected in reply, that it has not been the custom to nominate men to offices because they were the best adapted to fill them to the greatest advantage to the public, but because the possession of the offices was *most convenient to them.*

Those evident marks of inattention to the interests of the navy, joined by recent events and many attendant circumstances, have, I conceive, very materially injured the best groundwork of our discipline. They have relaxed the fine elastic spring of animation which was wont to stimulate all our actions, and which added tenfold vigour to the effect of honourable and patriotic zeal. Those last qualities have indeed prevented the chilling stroke from paralyzing the whole system, but the lurking and creeping venom has taken possession, and requires some electric sparks of royal favour and national justice, to reinvigorate the frame.

Although I have not as yet noticed the late reply to the petition for increase of pay, I have not been the less attentive to it, nor less inquisitive as to its effects on my younger and more active brother sailors. That petition has already been well considered in your work, and I had hoped that I should ere this have seen another presented, freed from the defects of the former, but replete with the spirit which animated the last letter to the secretary. The obnoxious reply, Mr. Editor, had no marks of paternal regard to soften the harsh reproof. It was the unfeeling scold of a cruel

step-mother, distinct in interest, and alien in blood from the suppliant who applied for justice.

I should be very sorry to recommend a memorial to Parliament, and to request those who are called the representatives of the people, to interfere in the behalf of military men who naturally look to the executive only for protection; but if, after one other attempt, the way to the throne is found barred at the Admiralty, I see no other way in which a claim, founded on the clearest principles of justice, can be preferred, for *dropped* it ought not to be. That would in my opinion be admitting the propriety of the most extraordinary answer. I should therefore recommend, without delay, that a respectful and comprehensive memorial should be addressed to the Admiralty, requesting that the cause of the officers of the navy should be laid before the throne, in certain hope of redress, could it once arrive to the knowledge of their beloved sovereign. The memorial should by no means be limited to the subject of pay. It should state their sorrow and surprise, that so many of the superior offices which regulate naval affairs, should be filled by men wholly ignorant of their nature, while so many able and gallant officers remain unemployed, well knowing that such a marked omission cannot but be considered by their countrymen as a stigma upon their abilities and zeal. It should request attention to the very few naval officers who have been noticed by honours or rewards, and appointments to the various commands both at home and abroad, which are lavished on the officers of the army. We could refer to the history of Jamaica, and many other places, for the proof of the sound policy of appointing naval officers to such governments. In a special manner the memorial should claim redress from the oppressive evils which have arisen from the present constitution of the Court of Appeals, and that singular deprivation of the right to nominate their own solicitors or counsel. If all the truly distressing cases which have arisen from the above cause could be laid before his Majesty, there would be no doubt of redress. With respect to a fair augmentation of pay, and alteration in the mode of payment, I should humbly conceive, that a mere statement of the rates of payment, and a comparative view of the increase of price of all the necessaries of life, would be perfectly sufficient to obtain redress.

Some time has now elapsed since the last petition, and reflection ere this, may have exhibited the matter in a fairer point of view, and prevent the recurrence of cold, harsh, and violent repulsion to the petition of a body of men, than whom I defy the framers of that repulse, to produce those more zealous in the service of their King and Country, or more successful in the exertion of their zeal. There are in truth no men who deserve more ample justice (and I will add gratitude) from that King and Country, than the officers of the British navy, and I do not think there ever was a body of men who have been treated with more coldness, or so inadequately recompensed.

I remain, yours, &c.

A. F. Y.

MR. EDITOR,

THE enclosed papers, recently received from China, are much at your service, should you deem the same worthy a place in the NAVAL CHRONICLE.

B. P. K.

Leadenhall-street, 11th December, 1809.

(COPY.)

Translation of the Chop which the Isontoe of Canton addressed to the senior commander, captains, officers, petty officers, and others, belonging to the English ships at the port of Whampoa, and which was delivered to the said senior commander, Captain Milliken Craig, of the Elphinstone, by the Mandarins deputed by the Isontoe, under a canopy of state, surrounded by Chinese guards under arms, erected for the occasion on French Island, on the side of a hill, having a Chinese camp on each side, on hills each about one mile distant, and all in view from the van ships of the Hon. Company's fleet, moored in line-of-battle, within gun-shot.

" I, the Mandarin Vu, by favour of my Prince Isontoe, of the two provinces of Quang-tong and Quang-si, member of the tribunal of war, &c. direct this letter to the captains, officers, passengers, and others, belonging to the English ships, to warn you, that being certain that your bad kingdom is situated on an island of the sea, and that you originally employed yourselves in making watches to enable you to pay your taxes; afterwards, by the especial and profound goodness of our great Emperor, who was desirous of benefitting you, he granted you permission to come to this empire to trade. Behold what exalted and profound virtue belong to him!!! Notwithstanding this, the admiral of your kingdom, regardless of the laws, has brought here for the first time foreign soldiers, and, without leave, introduced them into Macao, and your chief supra-cargo uniting with him, they are with one accord making disturbances. This being the case, I informed the Emperor, from whom I have just received a decree, in virtue of which I again send Mandarins deputed to inform them, that if they persist in detaining the soldiers, a great many troops shall be immediately despatched to destroy and extinguish them, and to terminate this business; for the consequences of which the admiral and supra-cargo will be responsible. But you, captains, officers, passengers, and other people of the ships, shall be free from all responsibility, if you remain quietly in the observance of the laws; and after the soldiers of your nation shall be entirely withdrawn, I shall feel it my duty to inform the Emperor, praying him to have the goodness to permit you to carry on your trade as formerly. But if you, giving ear to, and obeying the admiral and chief supra-cargo, unite yourselves to them to create disturbances, when afterwards our innumerable soldiers shall arrive, who shall destroy and burn, even if you are as hard as stone or

jasper I shall then not be able to use you with any indulgence, nor free you from the net of the law in which you will be ensnared, and in order that you may be obedient and discreet, I direct this Chop to you.

" In the 13th year of the Emperor Kia King, on the 17th day of the 10th Moon (3d December, 1808.) "

MEM.

Received on the 4th December, 1808, from the hands of the Mandarins, delegated by the Isontoe, who were the Military Brigadier Mandarin Chang, and the Quang-Chou-foo (Governor of the city of Canton) Fu.

(COPY.)

To his Excellency the Vice-Roy of Quang-tong and Quang-si.

" MAY IT PLEASE YOUR EXCELLENCY,

" We, the undersigned, commanders of the Honourable English East India Company's ships at Whampoa, for ourselves, our officers, and our men, have the exalted honour to acknowledge the receipt of your Excellency's most gracious letter, delivered to us on French Island, on the 4th December, 1808, by the two Mandarins, whom we are informed it was your condescending pleasure to send for that purpose.

" Our object for visiting this country is purely for commercial purposes; to continue in the same manner that friendly and useful intercourse which has existed for centuries, and now become, from its magnitude, of the very first importance to both our vast empires.

" We are taught in our own country, that obedience to our laws, is the first essential to the well being of the state; the same must apply to all countries, and we are therefore ordered, and endeavour to venerate and obey yours; but such is the nature of our own laws and constitution, that we dare not, even in a foreign country, depart from allegiance to our own country, nor to those who are dignified with its most exalted representation.

" We understand that our admiral, who is an officer of high rank, at the request of the Portuguese, landed some troops at Macao, to help them to defend it against attacks from the French. This wicked nation, ever since they murdered their sovereign, have waged war upon all nations within their reach, and we understand are now marching by land to make war upon the celestial empire, as the British navy prevent them by sea.

" We, of course, wish to have no concern with any disturbances in the Celestial Empire, and we therefore most humbly implore your Excellency to order the trade to be opened, that we may therefore find employment in the quiet habits of industry, which, we conceive, would prevent our services being required for other purposes; but which, if called for, our laws and our honour would compel us to obey, whatever might be the consequences.

" With sentiments of the most profound veneration and prayers for your Excellency's welfare, we beg leave to subscribe our names.

(Signed) " M. CRAIG, Senior Officer.
" C. E. PRESCOTT.
" WILLIAM MOFFAT.
" H. MERITON.
" J. LOCKE.
" WILLIAM DUNSFORD.
" R. H. BROWN.
" J. J. WILLIAMSON.
" C. B. GRIBBLE.
" LUKE DODDS.
" F. ARMITAGE (Chief Officer) for W. A. Montague.
" J. STRAHAN (Chief Officer) for R. Nisbett.
" JOHN LOCKNER.
" WILLIAM PATTERSON.

" *H. C. S. Elphinstone, Whampoa,*
7th December, 1808."

Copy of the Translation.

" I, Isontoe, &c. in reply to your letter, have to inform you, that I first thought that you, like your merchants, came to carry on trade, and that you would not have joined with your superiors, I mean the admiral and chief, to make disorders. Under this idea I sent you a Chop. But seeing now that you do not think proper to alter your way of thinking, taking as a pretence the protection of the Portuguese, I plainly know that you have joined your opinions with those of the above superiors, remaining in the same vain hope, I, the Isontoe, have repeatedly sent my Chops, declaring, that as long as there remained a single soldier at Macao, and you would not obey my orders, I absolutely will not consent to your continuing to carry on your trade. If you do not wish to trade you may take away your ships, as you think proper; but, if you are desirous of pursuing your mercantile negotiations, it is necessary to remain peaceable, and to obey the laws, relying with certainty, that after your troops shall have entirely evacuated Macao, that your trade shall be granted you as formerly: as your letter declares that you must of course obey the laws of the Imperial Dynasty, this shews that you have respect and veneration for them; therefore I have directed to you this Chop with all the efficacy possible, to open yet a way for you; but after this despatch, if your admiral and you all will not change your sentiments, and send any more letters, I have given orders that they shall not be received.

" In the 13 year of Kia King, 21st day of the 10th Moon (7th December, 1808). Received 9th December, 1808."

(COPY.)

To Captain Craig, Senior Officer of the Hon. Company's Ships at Canton.

" SIR, *Russel Chuenpee, December 19th*, 1808.

" I have received your various communications, and have great pleasure in asssuring you every part of your conduct has met my entire approbation, and evinced more fully the experienced officer and able seaman, prompt, vigorous, and obedient. I am, Sir,

" Your most obedient servant,

(Signed) " W. O. B. DRURY.

(COPY.)

On the Service.

To William O'Bryen Drury, Esq. Rear-admiral of the White, &c. &c.

" SIR,

" I had the honour to receive your address of the 19th instant, wherein you have been pleased to express your approbation of my official conduct in terms that I shall ever be proud to merit. I beg leave to assure you that I shall ever most zealously endeavour to merit a continuance of your good opinion, or that of any of his Majesty's officers under whom I may have the honour to serve.

" With sentiments of the highest respect and consideration, I have the honour to remain, Sir,

" Your most obedient and faithful servant,

(Signed) " M. CRAIG,

" Senior Officer of the H. C.'s Fleet in China."

" *Elphinstone, Whampoa, 24th December*, 1808."

(COPY.)

On the Service.

To Captain Colin Gib, of the Ship David Scott, and Senior Commander of the Country Ships.

" SIR,

" As the first fleet of country ships will soon leave this port for India, and as I understand that your ship will be one of them, I have much pleasure in feeling it to be my public duty to express to you, thus officially, previous to your departure, my warm thanks for the ready manner in which you and all the other commanders of the country ships, now here, attended to my requisitions of services in aid of the late public cause in which we were involved with the Chinese government. Be pleased to communicate the above to your brother commanders, and with sentiments of zeal and esteem, I have the honour to be, Sir,

" Your most obedient servant,

(Signed) " M. CRAIG,

" Senior Officer in command of the H. C.'s Fleet."

" *Elphinstone, Whampoa, 23th December*, 1808."

(COPY.)

To Millikin Craig, Esq. Senior Officer in command of the H. C.'s Fleet at Whampoa.

"SIR,

"I have the honour to acknowledge the receipt of your official letter of the 28th instant, in which you have directed me to make known to the different commanders of the country ships now at Whampoa, your approbation of, and thanks for, their prompt compliance with your orders in the late unpleasant difference with the Chinese government.

"I have made known your sentiments to them, and we feel gratified in having gained the favourable opinion of an officer of such distinguished zeal and experience, and although we are happy at the amicable termination of the dispute, yet had it been otherwise, under the direction and auspices of an officer on whom we had the firmest reliance, and that officer commanding so formidable a force as the Hon. Company's ships now compose at Whampoa, we could not for a moment doubt of a favourable issue to the contest.

"I have the honour to be, in the name of my brother commanders, with the highest sentiments of respect, Sir,

"Your most obedient humble servant,

(Signed) "COLIN GIB."

"*Ship David Scott, Whampoa, December 29th*, 1808."

(COPY.)

To Millikin Craig, Esq. Captain of the Elphinstone, and Senior Officer of the Hon. Company's Ships.

"SIR,

"As the fleet that arrived under your convoy are now about to separate, we, the commanders of the country ships, which formed a part of it, deem it an indispensible duty in us, before that event takes place, to return you our most sincere thanks for the unremitting care and attention which you at all times manifested to the ships under our commands, from the time of your receiving charge of the convoy, from Captain Ferrier, off Acheen; but more especially for the very handsome manner in which you so readily acquiesced with our wishes, by taking us under your convoy from Malacca to this port.

"We shall only add, that to the best of our judgments, a fleet, under similar circumstances, could not have been more ably conducted, and that the most eligible track was pursued to ensure a safe and speedy passage to this port.

"With best wishes for your welfare, and with the sincerest esteem, we have the honour to be, Sir, your very obliged humble servants,

(Signed) "W. DENNISTON, Commander of the Bombay.
"J. M. ROBERTSON, ... Shaw Phernie.
"N. L. PURVIS, ... Gungava.
"JAS. PUREFOY, ... Resolution.
"JOHN ANGUS, ... William.

"*Canton, 24th January*, 1809."

(COPY.)

To Captain W. Denneston, Commander of the Ship Bombay.
——— J. M. Robertson, ... Shaw Pherric.
——— N. L. Purves, ... Gungava.
——— James Purefoy, ... Resolution.
——— John Angus, ... William.

" GENTLEMEN,

" I had the honour to receive your address of yesterday, wherein you have deemed it necessary to thank me before your departure from this port, for India, for the protection and convoy which I gave you, and your approbation of the track which I took up the China Seas.

" At all times it must be pleasing to a man in a public situation, to have his conduct and measures approved, but when this approval proceeds spontaneously from men who are from their long professional habits the most competent to appreciate their merits, it becomes a gratification more easily felt than expressed.

" When it has been in my power, I have always been ready and willing to give my aid and protection to the country ships of India, as much from natural inclination, as from a duty which I conceive British subjects owe to each other.

" To you, Gentlemen, I have been only a few months personally acquainted, but I have much pleasure in saying, for the information of the owners of your ships, that you uniformly attended with the greatest precision to my orders and signals, and the general welfare of the fleet.

" With wishing you safe and prosperous voyages,

" I have the honour to be, Gentlemen,

" Your most obedient servant,

(Signed) " M. CRAIG,

" Senior Officer of the H. C.'s Fleet, China."

" *Canton, 25th January*, 1809."

A List of the Commanders of the Hon. Company's Ships at Whampoa, November and December 1808, *by Seniority, with their Ships' Names, Tonnage, Guns, Men, Port, and Cargo.*

Commanders' Names.	*Ships' Names.*	*Tonnage*	*Guns.*	*Men.*	*Port.*	*Cargo.*
M. Craig	Elphinstone	1400	36	150	London.	Sundries.
Charles Elton Prescott	Alnwick Castle	1200	36	150	,,	,,
William Moffat	Winchelsea	1200	36	150	,,	,,
Henry Meriton	Exeter	1200	36	150	,,	,,
John Locke	David Scott	1200	36	150	,,	,,
William Dunsford	Ceres	1200	36	150	,,	,,
R. Hunter Brown	Dorsetshire	1200	36	150	,,	,,
James John Williamson Cream		1200	36	150	,,	,,
Charles Besley Gribble	Royal George	1200	36	150	,,	,,
Luke Dodds	Walmer castle	1200	36	150	,,	,,
W. Augustus Montague	Warley	1200	36	150	,,	,,
Richard Niskett	Essex	1200	36	150	,,	,,
John Lockner	Canton	1200	36	150	,,	,,
William Patterson	Grenville	800	26	150	,,	,,
		16,400	494	2,050		

A List of the Commanders of the Country Ships at Whampoa, November and December, 1808, by Seniority, or as nearly so as can be ascertained, with their Ships' Names, Tonnage, Guns, Men, Port, and Cargo.

Commanders' Names.	*Ships' Names.*	*Tonnage.*	*Guns.*	*Men.*	*Port.*	*Cargo.*
John Ferguson	Auspicious	465	6	60	Calcutta	None.
Colin Gib	David Scott	750	12	120	Bombay	Partly loaded.
William Denneston	Bombay	1250	12	160	Bombay	Cotton, not discharged.
James Purefoy	Resolution	500	8	75	Do.	Whole.
William Robb	Alexander	750	4	90	Do.	Half.
Robert Suxpitch	Friendship	868	14	100	Do.	Partly loaded.
Thomas Howell	Jehangeer	760	4	75	Do.	None.
E. R. Elderton	Cornwallis	760	6	80	Do.	None.
E. Masquerier	Jane	200	6	30	Negapatam	None.
James Tait	Mercury	300	10	50	Penang	Whole.
John Angus	William	390	12	70	Bombay	Whole.
James M. Robertson	Shaw Pherrie	1200	4	130	Do.	Cotton, not discharged.
John Stewart	Lowajee Family	957	18	110	Do.	Partly loaded.
N. L. Purves	Gonzava	750	12	80	Do.	Cotton, not discharged.
S. Gourly	Tronbridge	800	6	120	Penang	Whole.
Ludwick Leslie	Charlotte	672	14	80	Bombay	Partly loaded.
John Williams	Palmer	250	4	55	Calcutta	Sundries.
Thomas Williams	Kawdry	400	8	40	Penang	Half.
John White	Princess of Wales	300	6	20	Do.	Whole.
John Tate	Milford	750	10	75	Bombay	Half.
A. G. Noayle	Philip Dundas	400	10	50	P. W. Island	Half.
John Blayd	Dadaloy	300	5	40	Bombay	Half.
G. Hammett	James Drummond	700	8	80	Madras	Whole.
A. Glass	Aurora	585	2	90	Calcutta	Cotton, not discharged.
John Robson	Charles	418	8	55	Bombay	Cotton & Sandalwood, do.
George Nicholls	Ceres	550	4	70	Bengal	Cotton, not discharged.
William Dunlop	Morrington	765	16	120	Do.	Cotton, not discharged.
R. Henderson	Hope	550	4	70	Do.	Cotton, not discharged.
		17,300	228	2,075		

N.B. The Hon. Company's ships, although only called 1,200 tons, in general measure, of registered tonnage, 1,335, and some of the largest class 1,530 tons, and carry, of cargo, 300 and 400 tons more than the registered tonnage, besides provisions and water for the crews, guns, stores, &c. &c. &c. —These, and the country ships, and their cargoes on board, were estimated at 6,000,000*l.* sterling, and the Chinese in Canton were in the possession of as much more property belonging to the East India Company and British subjects.

MR. EDITOR,

YOUR Correspondent T. D. (page 373) has selected from the newspapers a letter signed Agricola, in hopes of giving it a better chance of meeting the eye of the noble lord to whom it is addressed. Should it ever arrive at that honour, his lordship will be at a loss to know whether to testify more surprise at the ingenuity with which so much erroneous statement has been compressed into so small a space, or the singular modesty which the writer exhibits, page 374, line 13 and 14. Although the want of information evinced by *Agricola* could not remain a moment undiscovered at the Admiralty, yet if it was not taken some notice of in your work, many of your respectable *land* readers would be led to suppose that much more extravagance takes place in the S. F. service than is really the case, and I shall therefore offer a few remarks on his statements.

The *post* captains employed on the S. F. service *all* receive the same pay, 1*l.* 10*s.* per diem, and the superintendant captain of each district, who has all the correspondence, pay, and other disbursements to pass through his hands, receives an allowance besides of 5*s* per diem in lieu of a clerk, stationary, postage, travelling expenses, &c. They have no *contingent* account, Mr. Editor, such as Agricola hear of *elsewhere*.

I have not examined into the accuracy of the number of captains stated by A. but he is not aware that a considerable number of those named in Steel's List are only commanders, with a pay of 1*l.* 1*s.* per diem only, and 10*s.* 6*d.* per week allowance. This reduces the sum which alarms A. so much, in some degree. The lieutenants on this service have in pay and allowance 8*s.* 6*d* per diem, and I believe I may venture to say, that by far the greatest number of the latter class of officers so employed, are incapacitated by illness, or broken constitutions, from being able to do their duty afloat. The same observation will hold good with respect to many of the captains. It is next asserted by A. that the captains "on the average" receive "more than double their pay when on their *proper element*," &c. &c. Thank heaven, he is here greatly mistaken, or it would indeed be hard times with them "on their *proper element;*" it is bad enough as it really is. A. is ignorant that what is called *compensation in lieu of servants*, amounts to nearly 45*l.* for every 100 men, and even with this addition to 1*l.* 3*s.* the captain's pay of a first rate is not *too much* to support the rank he holds, the great responsibility he has to maintain, and the expense of a regular table on board for six or seven persons. Now, Sir, very many of the captains employed in the S. F. are of that standing in the service, as would entitle them, if afloat, to the command of 1st, 2d, or at least 3d rates, and A. will find, on inquiry, that the difference of the pay afloat or ashore, is not so very great. Now, Mr. Editor, I believe there are very few men in the kingdom, who will, after due inquiry, say that the officers of the navy afloat are *overpaid*, and if that be allowed, I will venture to assert, that those who are selected to the command of S. F. are not paid in a greater proportion. At sea, officers have the advantage of wine and spirits free of duty, they have the same allowance of provisions as other seamen, and *lodgings*, rent free, on their *proper element*. If, therefore, officers of equal rank are employed ashore, without these latter assistances, I cannot think a small additional pay is unreasonable.

Now, as to the assertion of A. respecting the pay of a lieutenant-colonel commanding a battalion in the line, I can have little to say, but by way of request for information from yourself, or some of your correspondents. It is many years since I served with an army. I must desire A. to take notice, that most of the post captains I have hitherto mentioned have rank as *old colonels;* let us now see how well off those post captains are on *their proper element* who rank as *lieutenant-colonels*, and command ships of the 5th rate. These officers have a much greater responsibility attached to them in the charge of a ship, and all the dangers of navigation to provide against, than the soldier of equal rank. He has a regular table to keep for a certain number of his officers, and has frequently to provide stock at an

immense expense. He has to provide for himself charts and instruments, has a heavy charge of stores to be accountable for, and is at a considerable expense also in postage and stationary. I will not wait to calculate with great accuracy, but it must be a good frigate where the whole emolument amounts to 350*l.* per annum. Now, if A. has leisure enough to deduct the income tax, widows' money, charge for passing accounts at the Navy Office, and agency, he will find very little more than 300*l.* to answer the demands above mentioned, and to enable the officer to maintain the dress and habits of life of a gentleman Now, Sir, I wish much to know the whole emoluments of a lieutenant-colonel. If a ship is wrecked, and the captain loses all his stock, clothes, charts, and instruments, he has not a farthing of remuneration. Is this the case with the lieutenant-colonel? What is his pay and rations? What his *bat* and *forage* money? What *contingencies* are allowed to be carried to account? My books of service, Mr. Editor, like myself, are a little out of date, and I cannot pretend to investigate these matters with sufficient accuracy for want of documents; but I wish some more able correspondent would draw up a comparative view of the emoluments of the officers of equal ranks in the two services, and I will thank A. for giving rise to the discussion.

A. recommends putting the S. F. if such things are at all to be, under the officers of rendezvous "who, from the very nature of their duty, would keep them in much greater control." Now the fact is, that all those men who could be considered as liable to the impress, have been long since discharged by order, and the execution of the order has been strictly inquired into. "At the best" the "S. F. can be considered but as a species of volunteers:" true, Sir, and if not the best, they have been the *cheapest* corps of volunteers in the kingdom. There have been no expensive dresses or arms, no inspecting generals or inspecting colonels, although they have indeed been twice visited by admirals during the war. A. asserts, that their officers have no command over them. I have seen the articles of agreement signed by the men, and whenever they are on service, or on parole at exercise, I never heard but that they *are perfectly obedient*, and at other times the officers can of course have nothing to say to them. As to the utility of the corps, I differ totally from A. That a certain number of experienced naval officers should be stationed round the coast to be ready in case of alarm, is in my opinion a measure of sound policy and national utility, and the men they have now under them are in general of a description, which would not have been enrolled in any other corps. In case of invasion, or such an alarm as would render it adviseable, the captains of S. F. have orders to put themselves under the command of the general of the district, and I have heard a military officer of very high reputation declare it as his opinion, that in the day of danger the S. F. would prove of the most essential benefit to the operations of the army. If A. thinks the day of danger is passed by, I differ from him wholly, and I firmly believe that the probability of an eventful struggle on our own coasts has been rendered a thousand times greater than ever, in consequence of the adventures of our armies, the cabinet dissentions, and commercial blunders during the present year.

Should, therefore, the S. F. be continued in employ, contrary to the *mandate* of A. I heartily wish I could see them so far improved in utility as that magistrates should have power to grant them billets, &c. in case the generals of districts should demand their services.

I remain, Sir, &c.

E. G. F.

P.S. One essential difference between the situation of officers of equal ranks in the naval and military services, is, that in the army colonels and lieutenant-colonels mess with the other officers, whilst in the navy, the captains maintain a separate table.

Perhaps A. has not calculated, that if the captains, whose pay seems to distress him so much, were removed from their present situations, they would be entitled to *half pay*, which would be a great drawback on his economical arrangements.

HYDROGRAPHY.

THE following pilotage instructions, for the Thames mouth, were published some time ago by the Trinity-house: but having then escaped our notice, as we believe, we are glad to make amends for the omission, by now placing it on record in the NAVAL CHRONICLE, followed by some practical remarks relative to another part of the same intricate navigation, by a very distinguished naval officer:—

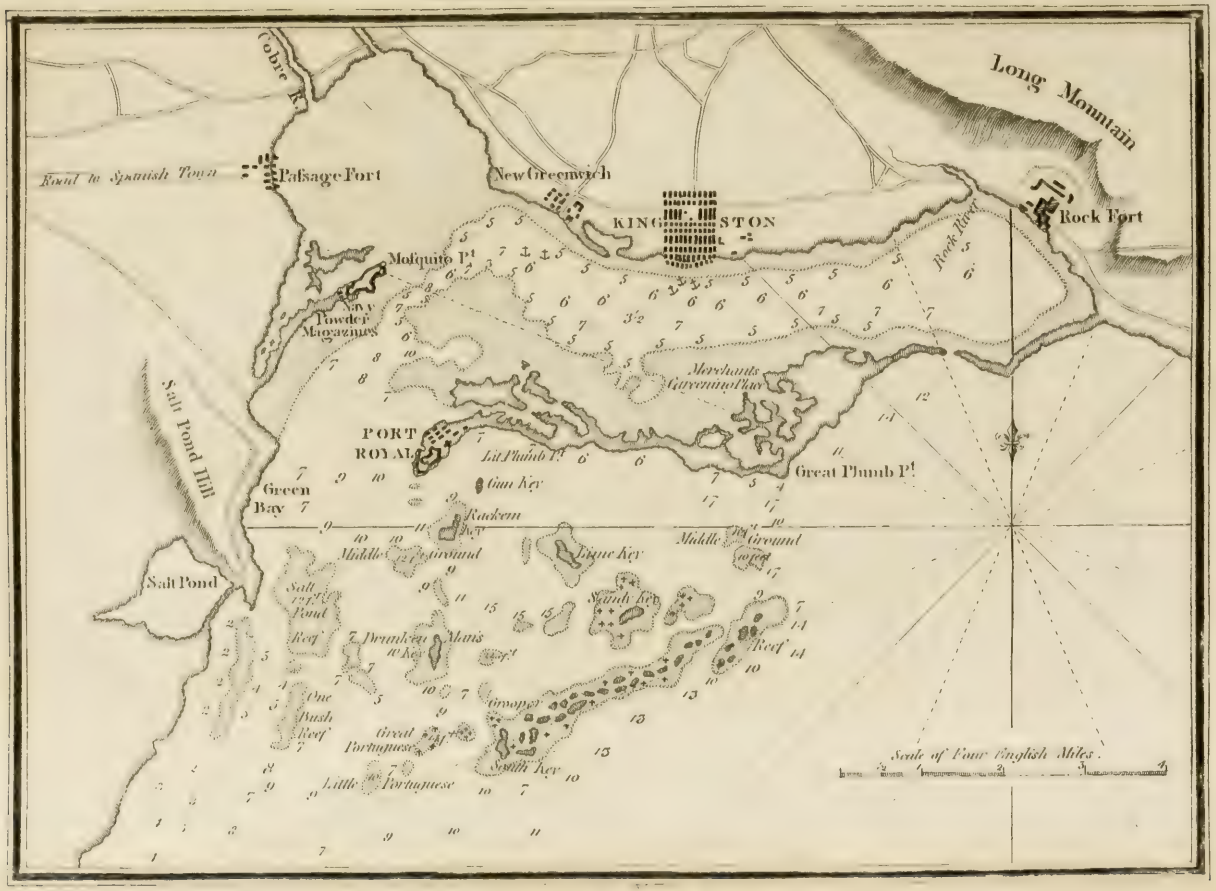
"Notice is hereby given, that the Buoy of the Pan Sand is removed about two cables' length, in an E.S.E. direction, nearer to that part of the sand which dries at low water, and now lies on the S.W. part of the edge of the sand (which runs about half a cable's length in a N.N.W. direction from it) in $2\frac{1}{2}$ fathoms at low water spring tides, with the following marks and bearings, viz.

The Pan Sand Beacon, E.S.E.
The Reculvers Church, South.
The Buoy of the South Knol, S.E. $\frac{3}{4}$ S.
The North Knol Buoy, N. by E. $\frac{3}{4}$ E.
The Nob Buoy, N. $\frac{1}{2}$ W.
The Shivering Sand Buoy, N. by W. $\frac{1}{2}$ W.
And the Girdler Buoy, N. N. W. by compass."

MEMORANDUM.

In sounding to the westward of the chequered buoy on the Baudsey sand, and in the fair way, a small knowl or wreck was hit upon by one cast of the lead; having only two fathoms water thereon, with five and six all round

PORT ROYAL IN JAMAICA.



it. It bears from that buoy W.N.W. distant ¼ of a mile. Baudsey church bears from it N.N.W. ¾ W. by compass. Felsto church W.N.W. and Orford great light-house N.E. ¼ N. The buoy of the Baudsey should therefore be removed ¼ of a mile farther westward. The safest chart of the Thames mouths to sail by *at present*, (19th April, 1803) is that published by Steel, 30th May, 1803; that of the Trinity House, dated 1786, being quite obsolete.

PLATE CCXCIX.

PORT ROYAL HARBOUR, in the Island of Jamaica, is situated in latitude 17 deg. 41 min. north, longitude 76 deg. 34 min. west from London.

A sea view of this well-known harbour, engraved by Richards, from a drawing by Mr. Pocock, accompanied by an historical and descriptive account, will be found in the sixteenth Volume of the NAVAL CHRONICLE, page 52, to which the reader is referred.

DESCRIPTION OF SYDNEY TOWN, THE CAPITAL OF THE BRITISH COLONIES, IN NEW SOUTH WALES.

(Concluded from page 390.)

THE principal object of our stay at Port Jackson, was, that we might devote proper attention to every part of the surrounding country. While our crews were repairing the damages the ships had sustained, and getting in fresh supplies of provisions, the naturalists extended their researches to every branch of the physical history of this interesting country. The scurvy, which had effected all my joints with swellings and stiffness, had already begun to yield to the influence of diet and the climate; and as soon as I was able I went down to the coast of Botany Bay, the harbour of which is situated some leagues to the south of Port Jackson. A large and commodious road leads from Sydney Town to this great bay: all the intermediate country is sandy and barren, and appears unfit for any kind of cultivation, consequently we do not meet with any European habitations. After passing the high hill, at the foot of which is the establishment of Mr. Palmer, the country opens upon a sandy plain, which extends as far as the swampy banks of Cook's river. Various species of hakea, styphelia, eucalyptus, banksia, embothryum, and casuarina, grow amidst these sands, and large spaces are occupied entirely with the xanthorea, the gigantic stalks of which grow to the height of from eighteen to twenty feet. In the distance may be perceived the smoke of a few huts, belonging to those unfortunate hordes of natives, who exist on these desolate shores.

As you approach toward Botany Bay, the land gradually sinks, till you

reach the dangerous swamps formed by the brackish waters of Cook's river, towards the north, and of George river to the south. These marshes are so extensive, and often so deep, that it is impossible in parts to pass them, if you want to reach the sea. On their banks, and all along their two rivers just mentioned, vegetation is very active: a thousand species of trees and shrubs, which cover the surface of the soil, afforded to that part of the country which we occupied, a delightful appearance: it was this circumstance which deceived Captain Cook, and his brave companions, for they supposed the land to be unparalleled, in point of fertility. It would have been well, however, if this bay, so celebrated by those navigators, had justified the great ideas which they formed of it. Obstructed by large banks of mud, and open at the south to the easterly winds, it does not afford to vessels that security which they are often in need of; while the marshy nature of the soil in its environs, renders it at once unhealthy, and scarcely fit for ordinary cultivation. Hence, Commodore Philip, after reconnoitring Port Jackson, was induced to abandon Botany Bay; and since that period, there has been no other establishment at it, except a kiln for the preparation of lime, which is made from the shells that abound on this part of the coast. Botany Bay and its environs, are called by the natives Gwea, and to this country belong the tribe of savages called Gwea Gal, who acknowledge Benill-long for their chief.

Twenty-five miles, or thereabouts, to the west of Sydney Town, is the town of Rose Hill, or Parramatta, which I took the earliest opportunity of visiting. The principal physician of le Naturaliste, M. Bellefin, accompanied me, a sergeant of the New South Wales regiment acted as our guide, and was ordered by Colonel Paterson to obtain for us such facilities as we might require, to pursue our researches. A large road leads from Sydney Town to Parramatta; it is not paved, but is well made, and kept in good condition. It is almost every where wide enough for three carriages to pass abreast, and bridges have been thrown over such parts of it as are interrupted by the waters; so that the traveller meets with no obstacle on his journey. Having been opened through vast forests, that were never before assailed by the axe, this grand road appears at a distance like an immense avenue of foliage and verdure. A charming freshness, and an agreeable shade, always prevail in this continuous bower, the silence of which is interrupted only by the singing and chirping of the richly plumed parroquets, and other birds which inhabit it.

The whole ground, over which you proceed to Rose Hill, is flat, with the exception of a few insignificant hillocks. In proportion as you recede from the sea shore, the soil becomes less barren, and affords great varieties of vegetation. In some parts there are large spaces between the trees, which are covered by a very fine and sweet-scented grass, that forms a beautiful verdant carpet, and affords pasturage to numerous flocks of excellent sheep. The mild temperature of the climate, the absence of all kinds of ferocious beasts, together with the particular species, and agreeable ardour of most of the vegetables, have been so favourable to these useful animals, that the finest kinds of Spain and England thrive as well here as on their

native soil. Already the wool of these antarctic animals is found to be superior to the rich fleeces of Asturias; and the English manufacturers pay dearer for it, because they are convinced of its superiority. This discovery will probably soon open to Great Britain a branch of commerce as easy as it is lucrative.

Woods here and there open to the view, and the traveller perceives amidst them, spots which have been cleared by the settlers; and some of which are extensive; he discovers on them many pretty habitations, shaded by beautiful trees; and contemplates with pleasing emotion, these new fields, where the feeble grass of the north rises from the decay of the powerful eucalyptus; he discovers with delight on these distant grounds, the most useful animals of his country; the bulls frisk about with a vigour equal, or even superior, to that of the cold meadows of Ireland; while the cow, more fecund, gives a greater quantity of milk in these mild climates, than in ours. The English horse, also, appears with the same strength and spirit that he exhibits on the banks of the Thames; while the European hog is improved, by numerous crosses with those of the South Sea Islands; which are superior in size, as well as quality of fat and lean. All kinds of poultry have succeeded as well as the larger animals, and the farm yards are stocked with different varieties of geese, ducks, turkies, pheasants, &c. several of which are preferable to the finest of the European species.

The traveller receives additional pleasure on visiting the interior of the inhabitants. Beneath their agreeable roofs, in the midst of vast forests, live in perfect tranquility those banditti, who but a short time before were the terror of Europe, and who, familiarized with guilt, were in constant expectation of the punishment of death: here now live those numerous robbers, rogues, and pick-pockets, those criminals of every kind, who in the mother country appeared to increase in proportion to the progress of civilization. All these unfortunate wretches, who were the digrace and odium of their country, have become, by the most inconceiveable metamorphosis, laborious cultivators, and happy and peaceable members of their community. Indeed, murders, or robberies, are scarcely ever heard of amongst them; so that in this respect the most perfect security prevails throughout the colony; a happy consequence of laws as severe as they are beneficent. In order to enjoy at our ease these striking scenes, M. Bellefin and I often entered the rural habitations. We were every where received in the most obliging manner; and when we observed the tender cares of the mothers towards their children, and reflected that only a few years before these very women, destitute of every tender affection and delicate sentiment, were disgusting prostitutes, the sudden revolution in their moral conduct gave rise to reflections of the most gentle and philanthropic nature.

At length we arrived in sight of Parramatta: it is seated in the middle of a fine plain, on the banks of a river of the same name, which can be ascended by small vessels, as high as the town itself. It is not so large as Sydney Town; but contains about a hundred and eighty houses, which form a grand street, parallel with the river, and intersected at right angles

by another smaller street, which, at one end, terminates with a strong bridge, and has at the other the church; the latter edifice, which is built in a rude and heavy style, was not quite finished at the time of our visit; indeed, the building is conducted with less rapidity than it might be, because the governors of the colony attach, with reason, more importance to the other branches of their administration; such as the hospitals, prisons, public manufactories, the clearing of land, the fisheries, navigation, &c. for which they reserve proper funds and disposable hands.

At one of the extremities of the great street of Parramatta, are barracks, capable of accommodating from two hundred and fifty to three hundred infantry. They are built of brick, in the form of a horse-shoe, and have in front a well gravelled parade, where the troops of the garrison go through their ordinary exercises: these troops consisted, at the time of our visit, of a company of a hundred and twenty men belonging to the New South Wales regiment, under the command of Captain Piper.

The whole population of Parramatta, including the garrison, and the inhabitants of the neighbouring farms, is estimated at from fourteen to fifteen hundred souls; nearly all of whom are employed in the cultivation of land, the rearing of cattle, and the exercise of a few mechanical arts. The town contains an hospital, which is well regulated, and of which the principal physician is Mr. D'Arcy Wentworth; a strong prison, a house of industry for female convicts, a public school for the young girls of the colony, &c. This town is also the chief residence of the justice of the peace for the county of Cumberland, and will become in time the seat of the whole civil administration of the colony; those branches which relate to navigation, commerce, and war, being already established at Sydney.

Towards the western extremity of the grand street of Parramatta, you discover the elevation called Rose Hill, from which the town first received its name; but it was afterwards called Parramatta; that being the appellation which the natives give to this part of the country, and which has generally prevailed amongst the English themselves. The whole eastern front of Rose Hill, which is towards the town, is a very gentle declivity, on which appears the fine garden belonging to the government, in which many interesting experiments are made, with a view to naturalize foreign vegetables; here also are collected the most remarkable of the indigenous plants, intended to enrich the famous royal gardens of Kew. It is from this spot that England has, at various times, acquired most of her treasures in the vegetable kingdom; and which have enabled the English botanists to publish many important volumes. An enlightened botanical professor, who combines modesty and indefatigable exertion, had just arrived from Europe at the time of our visit, to superintend the garden of Parramatta; and the learned Colonel Paterson, to whom New South Wales is indebted for this establishment, has never ceased to take a lively interest in its success.

The part of Rose Hill, that is opposite to Parramatta, presents an abrupt section, and forms a grand crescent, which we might, at first view, suppose to be the work of man. At the base of this singular hill runs a rivulet; which, in common weather, is not remarkable; but when the

inundations occur, which are so frequent and terrible in these regions, it becomes a source of disasters to the neighbouring plantations.

At the summit of Rose Hill is the government-house of Parramatta, which is called the Crescent; it is simple, elegant, and well laid out, though it derives its principal importance from its situation, which overlooks the town, as well as from its meadows, its forest, and river. This mansion is generally uninhabited; though its capacity and internal regulations are such, that whenever the governor-general and lieutenant-governor come to it for a few days, they can have every accommodation for themselves and their whole suite.

TRIAL OF CAPTAIN LORD CAMELFORD, R.N.

[Concluded from page 433.]

WILLIAM THOMPSON'S *Examination continued.*

Q. IF Lieutenant Peterson had ordered you to fire, would you have obeyed that order?—A. I certainly would.

Q. If Lieutenant P. had ordered you to do one thing, and I had ordered you to do another, who would you have obeyed?—A. I certainly would have obeyed Mr. P.'s order, as I considered him my officer.

Q. Did you know at the moment Lieutenant P. fell, against whom you were turned out?—A. No, I did not.

Q. What distance were you from me at the time?—A. Not exceeding three yards, and not less than two.

Q. Did you see my pistol levelled at Lieutenant P.'s breast, all the time I was speaking to him?—A. I did not see it levelled at all, it was so instantaneous.

Q. Did you hear me call the Perdrix's, before Lieutenant P. came down?—A. No, I did not.

Court. Q. You have said, that had Mr. P. given you orders to fire, you would have fired; who was opposed to you at that time?—A. I saw a few men drawn up before us, but did not know who they were; but should have fired at them, if I had received orders from Lieutenant P.

Q. What number of men were under arms at the time Lieutenant P. fell?—A. Not above ten drawn up, but about thirty or forty armed, who were falling in and jostling one another, in a little confusion.

Q. Where was Lord C. at that time?—A. I don't know.

Q. Did you know Lord C. was on the spot, before the death of Lieutenant P.?—A. Yes, I knew he was, because I heard his voice.

Q. You have said you would have obeyed Lieutenant P.—had you seen Lord C. in a commander's coat, would you then have obeyed his orders, in preference to Lieutenant P.'s?—A. I would not have obeyed Lord C. I conceived Lord C. as an inferior officer. I had been told so in conversation in the yard.

Lord Camelford. Q. Did you hear me call Lieutenant Milward down from the mess-room?—A. I did not.

Q. Did you ever hear the sentries, at that time at the mess-room door, say what orders they were acting under at the time?—A. Never.

Q. If Lieutenant P. had given the word "Fire," would you have fired, and at what?—A. I should not have known, unless he had told me what to fire at.

Q. At what distance was that body of men from you?—A. About as far as I could pitch a stone.

Q. Did you know those men to be marines?—A. No, I did not.

Q. Do you know there was an order existing from me, to put Lieutenant P. under arrest?—A. No.

GEORGE KILLET, *Seaman, of the Perdrix, called and sworn.*

Q. Do you know the prisoner?—A. Yes.

Q. Have you heard his application for a court martial read?—A. Yes.

Q. Was you placed as sentinel at the mess-room door, in the capstan-house, on the evening of the 13th instant, and at what time?—A. I was, between eight and nine o'clock.

Q. What were your orders?—A. To let no man or officer up, without leave from the commanding-officer, Mr. Peterson.

Q. What do you know of the events of that evening?—A. When I was sentry, Mr. Milward and some marines were coming up to the door, and called out, "Who is that?"—"Sentry," I answered.—"Can I go up here," he said. I said, "No, not without an order from the commanding-officer." We sent a servant up to Lieutenant P. who said, yes, he might go up. Immediately he called the marines up after. Afterwards Lord Camelford came up to the door, and called for Mr. M. He came down, and the marines came after him, and walked away a little from the door: and then Mr. P. came down, and walking through the capstan-house, called out, "Perdrix's, turn out." Some one answered him, "Here we are." Then he went out and called, "Prime and load." Immediately after Lord C. came up to him, and asked Mr. P. "Will you obey my orders." He answered, "No, I will not." Then he took the pistol (I don't know where he had it) and shot him dead upon the spot. Immediately after, turned round and called out, "Mr. Milward, assist me with the marines." He then went and hailed the ship, and ordered Mr. Persons to get all the marines under arms. Then he came back and called Mr. Crawford, and said, "Mr. Crawford, I desire you to dismiss these people, and put by their arms." Mr. C. said, "Certainly, Sir, I shall obey your orders." Then Lord C. said, "I have shot that man for mutiny, therefore, I would have you to dismiss." Therefore it was done.

Lord Camelford. Q. In the orders you received as sentry, not to let any one pass, were your own officers and men included?—A. Yes.

Q. Did you hear me call the Perdrix's ship's company frequently?—A. No, I did not.

Q. Did you hear me call Lieutenant Milward down?—A. Yes.

Q. From the place where you stood, must you have heard me, if I had called the Perdrix's?—A. If the people had heard, I must have heard.

Q. Did I keep the pistol levelled at Mr. P.'s breast, while I was speaking to him?—A. I can't say, I did not see it.

Q. Did I alter my position when I fired?—A. I did not see.

Q. Should you have seen it if I had?—A. No, it was too dark.

Q. Were you in the ranks?—A. No.

Q. When Lieutenant P. came down stairs, did you understand the cause of the disturbance?—A. No, I did not.

Q. When Lieutenant P. came down stairs, and ordered the Perdrix's to load and fix their bayonets, what did you understand was the cause of it?—A. I could not imagine.

Q. Did you know it was to oppose the marines of the Favorite, then drawn up?—A. I saw them both, but did not understand what it was for.

Q. Did you hear the calls of Lieutenant P. when up stairs?—A. No, I did not hear—I heard a noise.

Q. Did you hear Lieutenant P call out to the Perdrix's, to arm themselves, or to turn out, or words to that effect?—A. I heard him call for the Perdrix's to turn out, after he came down, not before.

Q. Was you relieved before Lieutenant P. was killed?—A. I was not.

Q. Was your piece loaded with ball when Lieutenant Milward came to you?—A. Yes, it was.

Court. Q. Did you see Lieutenant P. distinctly, when he came down stairs?—A. Yes, I did.

Q. Was he armed, and how?—A. He had a sword sheathed in his left hand.

Q. Are you positive it was sheathed?—A. I am certain it was, when he passed me.

Q. Did you observe him draw, or attempt to draw, previous to the report of the pistol?—A. No, I did not.

Lord Camelford. Q. Did you go up to Lieutenant P. directly after he fell?—A. No, I did not.

Q. Do you recollect ever seeing Lieutenant P.'s sword drawn?—A. No, I never saw a sword with him before.

Witness ordered to withdraw; and Mr. MILWARD *called up again.*

Court. Q. To your knowledge, had any difference upon service arisen, between the prisoner and Lieutenant Peterson, previous to his act of disobedience on the 13th?—A. Yes.

Q. Did you know of any private or public quarrel, between the prisoner and the deceased, after the latter quitted the Favorite, till the evening of the 13th?—A. I did not.

Q. Did you, during the time you was acting lieutenant in the Favorite, ever hear Lieutenant P. doubt the authority of Lord C. to command him?—A. Not while he belonged to the Favorite.

Q. Did you ever acquaint the prisoner, that you had heard the deceased question his superiority?—A. Never did.

Lord Camelford. Q. Did you ever hear me complain, after Lieutenant P. left the Favorite, of his misconduct, in allowing the private and parole signals to be exposed for public inspection, during nearly one fortnight, at the time I lay wounded, and unable to discharge my own duty; and have you heard me express an intention of bringing Lieutenant P. to a court martial, for the above act of neglect?—A. I have.

Q. Had I been absent, and the command of the party had devolved upon you, with strict charge to avoid bloodshed, would you have allowed them to remain on the ground they stood on, when Lieutenant P. fell, supposing your honour not implicated in returning?—A. I would not.

Q. For what reason?—A. Knowing my inferiority.

Witness ordered to withdraw; and Serjeant LEACHLAND *called again.*

Q. You say you was on board, when Lord Camelford took command of the Favorite, that you heard his order read, and that Lieutenant Peterson was present—Where was it?—A. At St. Kitts.

Q. Who gave the order to Lord Camelford?—A. Captain Russell, of the Vengeance.

Q. Was that the only order you ever heard read?—A. Yes.

Witness ordered to withdraw; and Corporal BUNKIN *called again.*

Q. You say you was on board, when Lord Camelford took command of the Favorite, that you heard his order read, and that Lieutenant Peterson was present—Where was it?—A. At St. Kitts.

Q. Who gave the order to Lord Camelford?—A. The captain of the Vengeance, I don't rightly know his name.

Q. Was that the only order you ever heard read?—A. Yes.

Witness ordered to withdraw; and JAMES GARDNER *called again.*

Q. Relate to the court the manner in which the prisoner approached the deceased, Lieutenant Peterson, when he shot him?—A. Walked up strait to him, with his arm hanging down, and asked him the first time, whether he would obey his orders, in that position. He then presented a pistol, and asked him a second time. Mr. P. replied, "No, I will not." His lordship that minute shot him.

Lord Camelford. Q. When first you heard Lieutenant P. call out, out of the window, how far was you off from the capstan-house?—A. Between eighteen and twenty yards.

Q. From the manner in which he called, how far could you have heard him?—A. Twice the distance, I could have heard the words very plain.

Q. Is it possible, that a man, not deaf, could stand at the foot of the capstan-house mess-room stairs, and not have heard Lieutenant P. call out?—A. I should think it a thing impossible.

Witness ordered to withdraw; and the President informed the Prisoner, that

the prosecution on the part of the Crown was closed; and requested to know when he would be prepared with his defence.—He begged to be indulged until eleven o'clock to-morrow, and to have the minutes taken by the Judge Advocate.—On which the Court cleared, and when again opened, which was about half an hour, he was informed the request could not be complied with, but he might have any parts of the minutes read over.—He requested that Mr. M.'s, Mr. L.'s, and Mr. C.'s evidence, or parts thereof, might be read, which was done; and the Court adjourned until the next morning.

Wednesday, 24th January.

Lord Camelford read his defence, as follows:—

MR. PRESIDENT, AND GENTLEMEN OF THE COURT,

The evidence which has already appeared before you is, I trust, in itself, fully sufficient to establish my acquittal: indeed I feel no difficulty in declaring that I never for one moment felt the shadow of a doubt upon that head: but, gentlemen, there are other grounds far more interesting to me, upon which it is left you to decide. The terms I mean are those of honour; for it cannot be supposed that I have summoned myself before this court, that I have been instrumental in staking my life upon the doubtful issue of a trial, where in fact no trial was positively necessary, and where the worst that could have ensued would have been that very trial:—I say, it cannot be supposed, that I have thus urged my own examination for the sole purpose of obtaining a bare acquittal. Gentlemen, it has been propagated with equal art and ingenuity, that my motives for slaying Lieutenant Peterson were only those of private pique and resentment; and that in order to cloak my own diabolical designs, I availed myself of a difference on service to perpetrate my detestable revenge. Captain Mitford has been pleased to express himself pretty roundly to that effect in his official letter to the commander-in-chief. Considering myself, as I now most sincerely do, no less before a court of honour than a court of justice, before a court who will take cognizance of intentions as well as of deeds; and who will not allow the spleen and envy of designing men to destroy the character of those more honourable and more open than themselves: I shall make no apology for the comments I mean to pass in the sequel of my trial, not only upon that letter, but upon parts of the evidence, as far as they tend to my own justification. As Captain Mitford thought proper to mask his sentiments when with me, by the greatest appearance of external friendship, it cannot seem strange that I appeared astonished and confounded at the first reading of his unmanly letter. I found that the man, who at the time of writing that letter appeared in public with me arm in arm, and familiarly sat at my table, and tended by his conversation to enliven the company, had stood forward at the very eve of my trial, to asperse and insult me: his conduct is surely sufficient to cause the language above recited

It is to men of black hearts, it is for men like Captain Mitford, that this justification becomes necessary.—The sequel of my defence, as it will clear me from his imputations, will, in its fullest force, retort the charge of malice on himself.

That Lieutenant Charles Peterson, the deceased, was a man, with whom on service I never could agree, is a fact most notorious, and I wish not to deny it: exclusive of his constant neglect of duty, which rendered him by no means a desirable second to a commander, the general tenor of his conduct was so illiberal, that I have often been heard to express myself vexed and concerned that he could not be treated like a gentleman. In order to avoid engaging too much on the conduct of the deceased, I will briefly say, that his character was so very different from mine, that we were not formed to sail together; and as I was loath to take away his commission, I desired him to leave the ship. From the moment, this source of dispute no longer subsisted between us; we seemed totally to have forgot each other, and would probably have remained in that state of forgetfulness ever after, if duty (the only point on which it ever can be said we disagreed) had not interposed, on the unfortunate occasion that places me where I now stand. I shall now touch upon such parts of the evidence already given, as the few hours allowed me for the formation of my defence will permit, and I humbly hope the court will exercise its indulgence, and recall to my memory any part of the evidence militating against me, which I may from haste have neglected. Unacquainted, as I confess myself to be, with the rules of naval judicature; unassisted as I stand, without either friends to advice, or counsel to inform me, it may be considered that I stand upon grounds rather precarious, for one whose life, whose honour, and whose commission are at stake; relying, however, upon the justice of my cause, and the integrity of the court, I meet with more pleasure than dismay the most awful moment of my life.

By what is already in possession of the court, it appears (if I draw right conclusions, and if my memory assist me aright) that my conduct from the beginning towards the deceased was neither harsh nor irritating; that upon his first disobedience and contempt of my orders, I ordered him, agreeably to the usual forms of service, to be put under an arrest; that when he sent me the letter now lying before the court, the steps I took in consequence, were no more absolute, than the occasion positively required. In the first place, the deceased in that letter usurped the command of one of his Majesty's ships, without legal warrant, as appears by his styling himself commander of his Majesty's ship Perdrix; and secondly, not contented with mere contemptuous language, he usurped my authority of senior officer in the port. Could any officer, therefore, with a due regard either to his own character, or to the public service, allow such proceedings to pass unnoticed? *Undoubtedly no:* If it were necessary that some steps should be taken (without appealing to the character of Lieutenant Peterson, and those only who are acquainted with him know how applicable such an appeal would be) I would willingly be informed, whether it is probable any man, at the moment of violating the laws of his country, and while the passions that first instigated him thereto are still in full force, is likely to give himself up to those very laws, when at the head of a force sufficient to oppose them. If such a supposition is probable (the event proved it not so) I can only say I have very little knowledge of human nature; the only alternative therefore

left me, consistent with my duty, seems, that I should apprehend the offender by force. Aware, as I have stated myself to be, that I should meet with opposition, I endeavoured to couch my orders (which will be proved by an evidence in the sequel) in such terms as would prevent the deceased from making preparations to oppose the arrest, and I must do myself the justice to say, that if these orders had been strictly attended to, Lieutenant Peterson would, in all probability, now occupy my place before this court; for to the mistake in those orders, every thing which afterwards occurred may be attributed. I shall now continue my remarks on the rest of the evidence before the court. It seems on all sides established, that I did not call to Lieutenant Milward to desist, till there was a force more than adequate to oppose him; that when such a force was collected, I did call to him to desist, even at some risk of my own character, out of an over-regard to the lives of his Majesty's subjects; that after he had joined me, whilst we remained inactive in the yard, I expressed myself not only concerned, but anxious and uneasy at the prospect I had before me, and that in this interval I hailed the Favorite for more force, a clear proof that I thought it necessary in order to carry my point, and from which it may be presumed that I intended to await its arrival. During this interval I walked unarmed, my usual side-arms excepted, as the evidence I shall adduce will convince the court, to the scene of action; but before I had arrived there, I turned short round, and hastened back to Lieutenant Milward, of whom I borrowed a pistol, with which I returned; and after a very short explanation with the deceased, (during which time I held my pistol openly to his breast) shot him. The whole of this does not look very much like prepensed malice. I am strongly afraid that the heart which charges me, is more acquainted with the turnings and windings of that passion than I am: on the contrary, I should suppose, that the short turning, the borrowing a weapon, with which I was unprovided before, the quick use I made of it, and the open manner in which I held it, inferred that some sudden change of things and circumstances had taken place, which on the instant altered my mode of action. Indeed the thing is brought very close, when we find from all evidence (but one) that my turning and acting as above mentioned, immediately followed the order of the deceased to load with ball cartridge, and fix bayonets. That the danger at that time was apparent to all parties, is evident from the joint testimony of Lieutenant Milward, and several other witnesses, who have confessed that they expected nothing else than to be fired upon. The actions of Lieutenant Milward, even if he were inclined to prevaricate, would sufficiently prove those were his expectations. He states himself that he offered me a cartridge, and desired me to reload, as there would be more of it. That my expectations were the same, cannot be doubted, from my calling to the marines to assist me at the moment Lieutenant Peterson fell, from my jumping back at the same time, and from my hailing the ship immediately afterwards; and that this was not an imaginary danger, but equally evident to both parties, is clear from the evasive answer Mr. Crawford, the master, gave to my question (whether he would have stood at all hazards before those men, or not); and likewise from his having ordered the people, from

his own judgment, to stop loading. This certainly was not a natural step for any man to take upon the first instant, if it had not borne upon his mind, that the moment they had loaded they would fire.

It has been objected by the court, and, no doubt, very properly, that facts alone are admissible; of these I have adduced many, in proof of the urgency of the moment; but in a case like the present, where the intention can only be got at, by ascertaining the appearances of things at the time, it might not be altogether unworthy the attention of the court to consider whether evidence of opinion would not forward the course of justice. It must be evident to every one, that if an officer is to be judged in the cool moments of reflection, on facts which are then only for the first time to be ascertained, error of judgment must become a crime. It is not impossible to conceive a chain of circumstances so unlucky, as to have made Lieutenant Peterson appear in an act of mutiny, when such might be the farthest from his intentions. If under this impression Lieutenant Peterson had fallen, what could I advance in my behalf, except that, not only myself, but every other by-stander was equally deceived?

As the whole of this defence is intended not to justify my own actions (for they want no justification) but to clear my intentions; I hope these few remarks will be excused. I will now call the attention of the court to my expressions immediately after Lieutenant Peterson fell, and before I had time to make any artful arrangements: I avowed the action, and assigned the cause for it, and so strongly was I impressed with the legality of what I had done, that by the testimony of Waterman, the marine, I said the laws of my country would justify me. I immediately afterwards put the same question to Mr. Crawford, the master (next in command) to whose person I was even a stranger, and to whom I could consequently bear no malice. The way in which I acted to Lieutenant Peterson, and this step, implied a strong determination, that I meant throughout to have acted in the same manner; and even after he had complied with my directions, in ordering the people to lay by their arms, I thought it necessary to pay them the compliment of saying (what nothing but a lunatic could have been sincere in) that they had done very right in joining their officer in mutiny.

CAMELFORD.

And then proceeded in his defence verbally as follows, viz.

"The evidence of the clerk, so strongly did perjury appear in every part of it, obliged the court, out of humanity to the evidence, to put a stop to my questions. Before, however, that was done, I had brought him to declare, that from the time I first received the pistol, to the time of my making use of it, was five minutes. Now, I think, it may be almost mathematically proved, that that was not only a falsehood, but a wilful one."

The Court now closed for a few minutes, and on it's being again opened, the President informed the Prisoner, that if he wished more time to arrange his defence he might have it; but observed, he had already been indulged with the time he requested.—On which the Prisoner requested to be further indulged until to-morrow morning, eleven o'clock.—Court adjourned.

At Eleven o'clock, Thursday, 25th January, the Court met.

Lord Camelford said, I now recollect that the part of my defence I yesterday gave into court, was not signed; I doubt not but the judge advocate has, before this, made a fair copy; therefore, if the court will allow that fair copy to be read, I will, if correct, sign it.

The Judge Advocate having made a fair copy, accordingly read it, by desire of the Court, as also the following addition thereto.

The evidence of Ireland, the clerk, was so nearly allied to perjury, that it might be mathematically proved, what he has said was false; and that there are strong presumptions, not undesignedly so; as he speaks so positively to every point. He asserts, that no transaction took place, but what he was acquainted with; and yet affirms, that I was five minutes from the time I borrowed the pistol from Lieutenant M. until the time I discharged it. Now, from various other witnesses, it is proved, that not only this was done, but moreover, that I walked towards Lieutenant Milward, during the time the people were loading; therefore, if the clerk's account is to be believed, the people must have been considerably more than that five minutes in loading: a circumstance, which I conceive will hardly meet much belief, when it is called to mind, that a soldier is allowed to load and discharge his piece seven times in one minute; so that allowing the Perdrix's people to take more than double that time in loading and firing, they ought to have fired, at least, fifteen rounds during the period (that by every other witness) it is proved they had not time to load once. This statement, I hope, is sufficiently clear to be understood; and if it is, I have not much fear that the evidence of Mr. I. will have weight with the court. I could make several other comments upon the testimony of this, and several other witnesses, such as his having varied with respect to time, in his deposition, from ten to thirty minutes; his having made the judge advocate foul half a side of paper, with his evasions and additions to questions so simple, that a child might have answered them off hand. But as these remarks can only tend to invalidate his testimony, which, I believe, stands low enough already in the eyes of the court, I shall say no more on that head. Having now summed up the principal heads of every circumstance, as far as evidence is concerned, and which I mean to advance in my behalf. I must beg leave to call the attention of the court to the following fact.

I have ever invariably through life professed it as my opinion (ever since I had any opinion at all) that there was but one method to act in cases of this kind, namely, to check them on the moment by force of arms; and I have ever declared, that if placed in such a situation, I would put the ringleaders, or even the first concerned (on whom I could lay my hand) to instant death. It is not necessary that I should here give my reasons, they would be superfluous. I believe such a measure to be in itself strictly justifiable, and might possibly be dictated by the most tender humanity; at any rate, it is such as is best calculated to enforce his Majesty's service.

That I have professed these opinions, and professed them seriously, is beyond a doubt; the present unfortunate complexion of the times has too often drawn them from me. I have not an intimate, that could not, if called upon, bear testimony of it. This, therefore, being the case, is it at all to be wondered at, that when called into action, I did as I professed? If I had not, what opinion must have been formed, either of my sincerity or judgment? However sensible I may be, that this remark in no way tends either to criminate or exculpate me, inasmuch as the professing criminal intentions can be no excuse for putting them in execution; yet, as they tend strongly to prove a positive determination to have acted in this manner, even before I ever knew that the deceased was in existence, it will, I hope, have much effect upon the court, in tending to acquit me of malice or revenge. Having now stated every thing of moment, which I have to advance in my behalf, it is left to the court to decide upon my sentence—a sentence, which I humbly hope, its feelings will induce it to make in terms so explicit, that I may either be enabled to resume my duty, with fresh energy and zeal, or that on the other hand, I may meet with the worst that this court can inflict.

CAMELFORD.

Lieutenant MILWARD *called again.*

Lord Camelford. Q. State to the court the orders you received from Lieutenant Parsons, on the night of the 15th, to apprehend the person of Lieutenant Peterson, by force.—A. The orders were, that I should take a party of marines, and go over the water and arrest Lieutenant Peterson, and bring him over to him. If he made any resistance, to take him by force; but if I found I could not take him without committing bloodshed, to acquaint Lord Camelford, for further orders.

JAMES BROWN, *Marine, of the Favorite, called and sworn:*

Lord Camelford. Q. Did you belong to his Majesty's sloop Favorite, late under my command, on the 13th of January last?—A. I did.

Q. Do you know whether I was armed with any other weapon, than my usual side arms, on that evening, before the death of Lieutenant Peterson?—A. None other,

Q. Should you have known if I had, as being my servant?—A. I should.

Q. State to the court the orders I delivered, in your presence, to Lieutenant Parsons, on that evening, to arrest the person of Lieutenant Peterson, by force?—A. On that evening his lordship gave orders to Lieutenant Parsons, to go to the opposite side and tell Lieutenant Milward to take the sergeant and a party of marines, and come over to the other side and arrest Lieutenant Peterson; and go up stairs with his marines, and, if he made any resistance, to desire the marines to seize him immediately, and to take him dead or alive, and take him to the opposite side, and put him in confinement, and to plant a sentry over him, and not to allow him pen, ink, or paper, nor any person whatever to have any conversation with him.

Q. Did I specify in those orders, that Lieutenant P. was to be apprehended immediately, and without giving him time to resist?—A. You did.

Q. Did Lieutenant Parsons deliver those orders to Lieutenant Milward?—A. No.

Q. What were the orders he gave to Lieutenant Milward?—A. The orders that Lieutenant Parsons gave to Lieutenant M. were, to take the sergeant with a party of marines, and to go to the other side, and arrest Lieutenant Peterson; but if he made any resistance, not to commit bloodshed, but to apply to Lord C. for further orders

Court. Q. How near was you to Lieutenant Parsons, when he delivered those orders?—A. About half a yard.

Lord Camelford Q. Was you called by me as a witness to my orders; and did you go over in that capacity, to hear the orders delivered to Lieutenant Milward, by Lieutenant Parsons's own request?—A. I did.

Witness ordered to withdraw, and the Court cleared.—When opened, Captain Russell's order to Lord Camelford, to command the Favorite, was read, as follows, viz.

By Thomas M. Russell, Esq. Captain of his Majesty's Ship Vengeance, and Senior Captain of his Majesty's Ships and Vessels in Basse Terre Roads, St. Christopher's.

To the Right Honourable Lord Camelford, hereby appointed to act as Master and Commander of his Majesty's Sloop Favorite.

"You are hereby required and directed to repair on board his Majesty's sloop Favorite, and take upon you the charge and command of her accordingly; strictly charging and commanding all the officers and company of the said sloop to behave themselves jointly and severally in their respective employments, with all due respect and obedience unto you, their said commander.—And you are likewise to observe and execute the general printed instructions, and such orders and directions as you shall from time to time receive from any of your superior officers, for his Majesty's service. Hereof, nor you, nor any of you may fail, as you will answer the contrary at your peril.—And for so doing, this shall be your warrant.

"Given under my hand and seal, on board his Majesty's ship Vengeance, Basse Terre Roads, St. Christopher's, this 16th day of September, 1797.

"J. M. RUSSELL, (L.S.)"

The witnesses JOHN LEACHLAND *and* WILLIAM BUNKIN, *who had been called into Court before the order was read, were now asked by the Court,*

Q. Is that the same order you heard read, in presence of Lieutenant Peterson?—Both answered—Yes.

Court cleared, and when again opened, the sentence was pronounced.

At a court martial assembled and held on board his Majesty's ship Invincible, in Fort Royal Bay, Martinique, the 20th of January, 1798, and held by adjournment every day afterwards, (Sunday excepted) until the 25th :—

Present,

William Cayley, Esq. captain of his Majesty's ship Invincible, and senior captain of his Majesty's ships and vessels in Fort Royal Bay, Martinique, President.

Captains,

Jemmett Mainwaring,	Charles Ekins,
Richard Browne,	Alex. S. Burrowes.

The court (being duly sworn according to act of Parliament) in pursuance of an order from Henry Harvey, Esq. rear-admiral of the red, and commander-in-chief of his Majesty's ships and vessels employed, and to be employed at Barbadoes, and the Leeward Islands, and in the seas adjacent, proceeded to try the Right Honourable Lord Camelford, acting commander of his Majesty's sloop Favorite, for the death of Lieutenant Charles Peterson, of H. M.'s ship Perdrix, on the evening of the 13th instant, in the Naval Yard at Antigua; and having heard the whole of the evidence adduced on the occasion, and what the prisoner had to offer in his defence, and maturely and deliberately weighed and considered the same, and being fully sensible of the necessity of prompt measures in cases of mutiny, are unanimously of opinion, that the very extraordinary and manifest disobedience of Lieutenant Peterson, both before, and at the instant of his death, to the lawful orders of Lord Camelford, the senior officer at English Harbour, at that time, and the violent measures taken by Lieutenant Peterson to resist the same, by arming the Perdrix's ship's company, were acts of mutiny highly injurious to the discipline of his Majesty's service. The court do therefore unanimously adjudge that the Right Honourable Lord Camelford be *honourably acquitted*, and he is hereby *unanimously* and *honourably acquitted* accordingly.

WM. CAYLEY,
JEMMETT MAINWARING,
C. EKINS,
RICHARD BROWNE,
A. S. BURROWES.

J. G. BRIGGS,
Advocate upon the occasion.

PHILOSOPHICAL PAPERS.

THE MEDUSA.

A Very remarkable species of animals is that gelatinous class to which Linnæus gave the name of *Medusa*. They are more numerous than have hitherto been supposed, and the peculiarities of their structure have lately been well expressed (to the French National Institute) by M. Peron, who collected a great number in his voyage to the South, and has increased this family to more than an hundred and fifty species. The following is his account of their singularities: "Their substance seems to be merely a coagulated water, yet the most important functions of life are exercised in it. Their multiplication is prodigious, yet we know nothing of the peculiar mode in which it is effected. They are capable of attaining several feet in diameter, and fifty or sixty pounds in weight, yet their nutritive system escapes our eyes. They execute the most rapid and long continued movements, yet the details of the muscular system are imperceptible. They have a very active species of respiration, the true seat of which is a mystery. They appear extremely feeble, yet fish of considerable size form their daily prey, and dissolve in a few moments in their stomach. Many species of them shine amid the darkness of night like balls of fire; and some sting or benumb the hand that touches them: yet the principles and agents of both these properties remain to be discovered. All the Medusas have a gelatinous body, nearly resembling the cap of a mushroom, which M. P. after the example of Spallanzani, names umbrella; but they differ in wanting or in having a mouth; in the mouth being simple or multiplicious; in the presence or absence of a production resembling a pedicle; and in the edges of this pedicle, or of the mouth itself, being furnished with tentacula or filaments, more or less numerous. From these characters M. P. forms divisions and subdivisions, under which every possible kind of Medusa may be arranged. Some of these animals exhibit beautiful colours.

To this examination of their external characters, M. P. has added very interesting remarks on the interior structure of these animals; and in particular of that genus which Mr. Cuvier named *rhizostome*, because he supposed, that the filaments bordering its tentacula were so many *suckers*; and that the nourishment drawn in by them was received into a central cavity, whence it was distributed to the whole body of an infinite number of vessels disposed with great regularity, and particularly numerous about the edges of the umbrella. The four apertures at the sides of the base of the pedicle appeared to Mr. Cuvier to be the organs of respiration. Mr. P. on the contrary, having seen many living *rhizostomes* take in small animals by these four apertures, and digest them in the four cavities to which they lead, presumes that they are four mouths, and as many stomachs, while the great vascular apparatus that fills the pedicle, and the borders of the umbrella, is more probably appropriated to respiration, as it is almost always found full of air.

NAVAL LITERATURE.

The Life of Admiral Lord NELSON, *K.B. from his Lordship's MSS. by the Rev.* JAMES STANIER CLARKE, *F.R.S. Librarian to the Prince, and Chaplain of his Royal Highness's Household; and* JOHN M'ARTHUR, *Esq. L.L.D. late Secretary to Admiral Lord Viscount* HOOD. *Two Volumes, elegant quarto. Dedicated, by permission, to his Royal Highness the Prince.*

THE recent publication (December 1.) of this most laborious and interesting work, will at present only allow us to give a general view of its principal contents. The life is divided into three books, of which the first volume (pages 375) contains two. The first of which gives the biography of the illustrious Admiral from infancy to his attaining the rank of commander, and the second continues the narrative until he was advanced to the rank of Rear-admiral, in April 1797. The whole of the second volume, consisting of 511 pages, is judiciously assigned to his biography as an Admiral, embracing the naval and political history of Europe from 1797 to the close of 1805. The whole of the noble Admiral's papers were given up by Earl Nelson to Mr. Clarke, at the particular desire of the Prince; as were also an extensive correspondence with H. R. H. the Duke of Clarence, with Earl St. Vincent, &c. &c. To these were added the Lady Viscountess Nelson's collection of letters, and memoirs of the most interesting parts of Lord Nelson's life, drawn up purposely for the life by officers who were with him: amongst whom we perceive the names of Captains Cockburn, Forte, Sir T. Hardy, Hon. H. Blackwood, &c. and also those of the Hon. Major-general Stewart, Right Hon. G. Rose, the Hon. W. Wyndham, &c. To each of the books into which the life is divided, a corresponding section of a memoir of the noble Admiral's life, written by himself, is subjoined. This memoir was originally sent by Lord Nelson to Mr. Clarke, at Mr. M'Arthur's request, in order to serve as a document for the biographical account which appeared in the 3d Volume of our CHRONICLE. Both volumes have been ornamented, at certainly a great expense, by the genius of Mr. West, of Mr. Pocock, and Mr. Westall. The Frontispiece, styled the Immortality of Nelson, is painted by Mr. West, and engraved by Mr. Charles Heath. The portrait is from a painting by the late F. Abbot, when Lord Nelson was 43 years old, and is engraved by Golding. The third engraving consists of a vignette of the parsonage of Burnham Thorpe, in which Nelson was born, by Mr. Isaac Pocock, from a drawing in the possession of Earl Nelson, engraved by Landseer. The 4th is also a vignette, engraved by Landseer, from a design by Mr. Westall, describing Nelson's memorable conflict with a bear in July, 1773, amongst the ice of the North Polar Seas, when he went at the age of 14 thither with the present Admiral Lutwidge. The 5th consists of a large historical plate, by Raimbach, from a painting by Mr. Westall,

describing Lieutenant Nelson, in November 1777, when, as second of the Lowestoffe frigate, he voluntcered in a gale of wind to board a captured American. The 6th engraving consists of a vignette by Fittler, from a painting by Mr. Pocock, representing the situation of Commodore Nelson's ship, on the 14th of February, 1797, when he boarded the San Nicholas and the San Josef. The 7th is a large historical plate by Golding, from a painting by Westall, representing Commodore Nelson on the quarter-deck of the San Nicholas, receiving the sword of the dying Spanish commodore, Geraldino.

The second Volume contains no less than nine engravings, three of which are historical, and four are assigned to commemorate his great battles; to which are added, plans of each action, elucidating with the utmost accuracy each engraving. In one of these three historical plates is given, by Mr. West, a correct view of that part of the cockpit of the Victory in which the noble Admiral expired. He is represented, exactly as it took place, on a pallet, surrounded by Captain Hardy, his chaplain, surgeon, and purser, of whom portraits are given.

In describing the celebrated battles of the Nile, of Copenhagen, and of Trafalgar, the reader will observe much that has never hitherto appeared; and will be particularly struck on finding that the account of the first, as hitherto given to the public, is entirely incorrect. The whole of what passed, both before and after the battle of Copenhagen, is described from a manuscript furnished by an officer of rank, who constantly attended Lord Nelson; and we were gratified to find, that the conversation which Lord Nelson is said to have held in his last moments respecting Lady Hamilton, has been entirely misrepresented.—The run to the West Indies after the enemy, of which no full account had hitherto appeared, is given from MSS. furnished by an officer who seems not only to have observed every minute circumstance, but to have recorded them in the most interesting manner.

The very delicate and difficult subject of Lord Nelson's conduct whilst at Naples, in the summer of 1799, occupies a considerable space in the second volume, and will hereafter be attended to by us. We can, at present, only say that this portion of the work displays great industry, and, as far as we have been able to judge, impartiality. The great object of the biographer appears to have been to represent Nelson as he really was at different periods of his eventful life; and this without any of that fulsome flattery which had hitherto appeared. Care has also been taken, to make him as much as possible his own biographer; and although his voluminous correspondence is necessarily condensed, no alteration or change appears in his manner of expressing himself.

(To be continued)

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when prose avail'd no more.
FALCONER.

THE STORM.

WRITTEN AT SEA.

OH! 'tis a fearful thing to be at sea,
To mark the rude contention of the wind,
And the hoarse-roaring waves; to find one's self
Pent in a frail-built bark, and one thin plank,
The barrier 'tween eternity and us.
To look around, and see no human face,
Save the devoted few who share our fate;
To see ourselves cut off from social life,
The centre of ten thousand circling waves,
While the far-stretched horizon closing round,
Seems to exclude all commerce with mankind.
And then the dull monotony of calms,
When the still sea scarce heaves one languid wav
The sails inactive hang, the idle dog-vane
Droops listless o'er the sleepy vessel's side—
The tedious teazing too of adverse winds,
When the tir'd eye no more the compass views
To mark the vessel's course, but turns away
Dispirited and sad! But what are these
To that dread hour, when from the furious north
The unimprison'd winds come bursting forth,
And tear the foaming deep? Onward they rush,
And, ere the master's care can give command
To hand the bursting sails, piece-meal they fly,
And strew the raging surge. The strong mast yields,
Like a bent twig that decks the school boy's hand.
The vivid light'ning wings the midnight void,
And leaves a tenfold darkness.—Downward comes,
With hideous crash, the swift-succeeding bolt!
With added horror roars the thundering main,
And echoes back the storm. But who can paint
The terror that appals the shuddering soul,
When the tried pump proclaims a leak is sprung!
Hope dies in every breast—the seaman's heart,
That still has bid defiance to despair,
Now sinks within him. Instinct only guides,
For reason flies its seat!—Now fear awakes,

And holds his empire in the wretch's mind;
Death stalks his round, and on the mountain waves,
Poises his threat'ning dart aloft in air;
Or in the deep'ning valley bends his bow:
On universal horror whelms the scene.
But courage, by experience sanction'd, marks the chief;
He looks around, and with a father's heart
Feels for his drooping crew—his soul alone
Disdains to yield to fear—the fate of all
Hangs on his firmer mind; and now aloft,
Clear o'er the roaring storm, his full-ton'd voice,
Through the uplifted trumpet, cheerly sounds,
And banishes dismay—the inspired seamen
Shake off their fears, and mark his cool commands—
"Courage," he cries, "Despair alone is death!
The leak is found, one pump will keep us free;
Up! quick! and furl the remnant of your sails,
Stand by your masts, and leave the event to Heaven;
The tempest cannot last, all will be well!
Be it our comfort, too, God is o'er all,
Nor can the winds, or waves, or awful death,
Without his fiat hurt a single hair!"

ENGLAND.

BRAVE Isle of the Oak! on thy Patriarch Tree,
Science blossoms, where freedom her shelter has taken:
Earth was weigh'd by an acorn, and ruled is the sea!
What thy Newton had balanc'd, thy Nelson has shaken!
Trident Queen may'st thou reign,
Till thy thunder regain
The rights of mankind, in the battles of Spain,
Till her word from pollution, her empire shall save,
Her flag and her altars, her home and her grave!

Thy shield, gallant Britain! impends from the sky,
Like the star in the east on the morn of salvation!
Thro' the dark empyrean it bursts on the eye,
The beacon of man in the march of creation!
In the world's sacred war,
Agincourt—Trafalgar,
Thy steeds deck with laurels, and herald thy car!
For with Spain, thou hast sworn from pollution to save
Thy flag and thy altars, thy home and thy grave.

NAVAL HISTORY OF THE PRESENT YEAR, 1809.

(November—December.)

RETROSPECTIVE AND MISCELLANEOUS.

A NEGOTIATION between this country and France is expected. It is at least certain, that, through the medium of the Austrian ambassador, an overture has been made by Buonaparte; determined on, as it is said, ever since the 21st of November. The instructions to Prince Stahremberg to offer to our government the mediation of his court, were, we understand, communicated in a despatch from Prince Schwartzenberg, dated from Paris early in December. Mayntz, the Austrian messenger, who brought over the despatches, reached Dover, on his return to France, whither he is to be accompanied by the Secretary to the American embassy, on the 22d of the month. He is believed to be the bearer of a letter from the Marqnis Wellesley to Prince Stahremberg, expressing the strong desire which his Majesty entertains to terminate the war by a safe and equitable peace, without compromising his own honour, or the interests of his allies; but that, preparatory to the acceptance of the proffered invitation to negociate, his Majesty requires from France a full exposition of the basis upon which she is willing to treat.

The Austrian messenger is expected back early in January; when, should the answer of France prove unfavourable, it is supposed that Prince Stahremberg will immediately return home.

A cartel, for the general exchange of prisoners, is understood to have been established between this country and France.

Despatches, supposed to be of a pacific nature, were some time ago received from America; but we have since learned, that the intercourse between Mr. Jackson (our envoy) and the American government, has experienced an abrupt suspension, if not an absolute termination. The following demi-official account of this vexatious occurrence, was published in one of the American papers:—

" In the course of the correspondence, which, it seems, has taken place between the secretary of state and Mr. Jackson, we understand that Mr. Jackson had stated, that the despatch from Mr. Canning to Mr. Erskine, of the 23d January, was the only despatch by which the conditions were prescribed to Mr. Erskine for the conclusion of the arrangement with this country on the matter to which it related: that Mr. Smith, in his reply, had assured Mr. Jackson that no such declaration had ever before been made to the government; and he added, that if that despatch had been communicated at the time of the arrangement, or if it had been known that the propositions contained in it were the only ones on which he was authorized to treat, an arrangement would not have been made. That notwithstanding this assurance, Mr. Jackson, in his next letter, indecorously used a language implying that Mr. Erskine's instructions *were* at the time made known to his (the American) government: that in Mr. Smith's answer, an intimation was

distinctly given to Mr. Jackson, that such an insinuation was inadmissible, and especially after the explicit asseveration of his government, that they had no such knowledge, and that, had they had such, an arrangement would not have been made: that in Mr. Jackson's next letter, the same gross insinuation had been reiterated, and even aggravated. It only remained, in order to preclude opportunities that had been thus abused, to inform Mr. Jackson, as Mr. Smith did, that no further communication would be received from him; and that the necessity of this determination would, without delay, be made known to his government, with an assurance to it at the same time, that a ready attention would be given to any communication affecting the interests of the two nations, through any other functionaries that might be substituted."

Mr. Jackson is said to have arrived at Baltimore, on the 8th of November, intending to embark for England; but that, in consequence of despatches which were sent after him by the American government, he meant to return to Washington.

The anniversary of Buonaparte's coronation was celebrated at Paris with great splendour. The great man, in addition to his former titles, has assumed that of Mediator of Switzerland, into which unfortunate country he has marched a considerable armed force. Great changes are expected in the government of Holland.

Buonaparte has given peace to Sweden, on terms nearly the same as those which that power had previously obtained from Russia.

Some changes, of a popular nature, have taken place in the Spanish government, and greater exertions than ever are making against the French. The Spaniards have sustained a serious defeat in the vicinity of Madrid from an over-anxiety to obtain possession of that capital; but they are reassembling their forces with great alacrity. The Marquis Wellesley has accepted the office of Foreign Secretary; and a report is current, that, prior to the meeting of Parliament, Lord Melville will be placed at the head of the Admiralty.

An ambassador from the Persian court has arrived in this country, and has been received with very distinguished honours.—It is understood to be the intention of Persia to assist Turkey in her struggle with Russia.

Just as this sheet was going to press, we received the intelligence, through the medium of the *Moniteur*, that, on the 16th of December, a decree was passed for dissolving the marriage of Buonaparte and his wife Josephine. These high and illustrious personages "sacrifice their conjugal happiness to the welfare and interest of their country." Buonaparte conceives, that, though he has reached the age of 40, he may live long enough to educate *in his views and sentiments, the children which it may please Providence to give him!*—Josephine is to preserve the title and rank of Empress Queen, with an annual income of 2,000,000 francs.—We have not yet heard who is destined to be the *envied* and *happy* bride.

Through the same channel with the above, we learn that the Duke del Parque was defeated on the 28th of November, with a loss in killed, wounded, and prisoners, of upwards of 5,000 men.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, NOVEMBER 28, 1809.

VICE-ADMIRAL HOLLOWAY, commander-in-chief at Newfoundland, has transmitted to John Wilson Croker, Esq. a letter from Captain Graham, of the Vestal, giving an account of the capture by that ship, on the 19th inst. of the French privateer brig l'Intrepide, pierced for 20 guns, and having a complement of 125 men, then on her first cruise.

The Vestal had also re-captured the English brig Bellona, from Newfoundland to Jersey, and the English ship Fortitude, from the Brazils to Liverpool.

Captain Brace, of his Majesty's ship Virginie, has transmitted to John Wilson Croker, Esq. a letter from Captain Sir William Bolton, of the Druid, giving an account of his having captured, on the 13th inst. the French national brig le Basque, of 16 guns, and 112 men, commanded by Monsieur Liscourt, lieutenant de vaisseaux, bound from Bayonne to Guadaloupe, with flour and other stores.

And also a letter from Captain Worth, of the Helena sloop, stating the capture, on the same day, of the Revenge French privateer, of St. Maloes, pierced for 16 guns, and with 61 men on board.

THE LONDON GAZETTE EXTRAORDINARY.

NOVEMBER 29.

The Hon. Lieutenant William Waldegrave, of the Ville de Paris, arrived here this morning with despatches from Vice-admiral Lord Collingwood, commander-in-chief of his Majesty's ships and vessels in the Mediterranean, addressed to the Hon. William Wellesley Pole, of which the following are copies:—

Ville de Paris, off St. Sebastian,
October 30, 1809.

SIR,

By my letter of the 16th of September, their Lordships would be informed of the intelligence I had received relative to the intended movements of the French squadron, and of my reasons for changing my station to St. Sebastian.

While on this station, on the night of the 22d instant, the Pomone joined, and Captain Barrie (who with indefatigable perseverance had, with the Alceste, watched the port of Toulon), informed me, that the day before, several of the enemy's squadron had put to sea, that others were coming out when he left them, and that there was every appearance of the whole fleet being on the move from the harbour. They had a numerous convoy with them, and as this movement was made with the first of an easterly wind, there was little doubt of their being bound to the westward. I immediately made the necessary signals for the squadron to be prepared for their reception, and placed the three frigates and sloop (Pomone, Hydra, Volontaire, and Minstrel,) to windward, to give notice of the enemy's approach.

On the following morning (the 23d), soon after eight o'clock, the Volontaire made the signal for a fleet to the eastward: while they continued to come down before the wind, no alteration was made in the squadron, except by advancing two fast-sailing ships, the Tigre and Bulwark. At

ten, the Pomone made the signal, that the enemy had hauled to the wind; and the convoy separating from the ships of war, (which were now discovered to consist of three ships of the line only, two frigates, two smaller frigates or store-ships, and a convoy of about 20 sail of vessels,) I ordered Rear-admiral Martin to chase them, and eight of the best sailing ships, which standing on contrary tacks, might take advantage of the changes of the wind, which was then variable.

At two P.M. the Pomone having got far to windward, was directed by signal to destroy such of the convoy as could be come up with; and in the evening she burnt two brigs, two bombards, and a ketch. The enemy before dark was out of sight, and the ships chasing not much advanced, were standing to the northward; while the squadron with me stretched to the southward. The next morning neither the French nor our own chasing ships were in sight.

This morning Rear-admiral Martin joined with his division, as named in the margin *; having again fallen in with the enemy on the 24th off the entrance of the Rhone; and on the 25th they chased them on shore: the Robust, of 84 guns, bearing the flag of Rear admiral Boudain, and the Leon, of 74, off Frontignan, where, the day following themselves set fire to them. The Borée, of 74 guns, and a frigate, ran on shore at the entrance of the port of Cette, where there is little probability of either of them being saved.

I cannot sufficiently express the high satisfaction I have felt at the intrepid perseverance of Rear-admiral Martin, and of the captains of the ships who were with him in the pursuit. Nothing less ardent, or less skilful, would have produced a result so fortunate, where the coast near the Rhone is exceedingly shoal and dangerous; so that some of the ships were in five and six fathom water, the weather thick, and the south-east wind blowing strong.

I enclose to you, Sir, Rear-admiral's Martin's letter; and beg to congratulate their lordships on three great ships of the enemy being thus destroyed, without the smallest resistance on their part, or a shot being fired by the British ships, except a few by the Tigre at the Boree, when she was pushing ashore at Cette; of their two frigates, the Pomone and Pauline, one hauled her wind some time in the night, and fetched into Marseilles Road.

The other part of the French squadron are found to remain in Toulon, by the ships which have since examined that port.

I have the honour to be, &c.

COLLINGWOOD.

MY LORD, *Canopus, at Sea, Oct. 27, 1809.*

In obedience to the signal for the Canopus to chase E.N.E. I stood that way the whole of the night of the 23d, and the following day, in company with the Renown, Tigre, Sultan, Leviathan, and Cumberland. In the evening four sail were seen, to which we immediately gave chase, and pursued them till after dark; when, from shoal water, and the wind being direct on the shore, near the entrance of the Rhone, it became necessary to keep to the wind during the night. The following morning (the 25th) the same ships were again seen and chased between Cette and Frontignan, where they ran on shore—two of them (an 80-gun ship, bearing a rear-admiral's flag, and a 74) at the latter place, and one ship of the line and a frigate at the former. From the shoal water and intricacy of the navigation, it was impossible to get close enough to the enemy's two line-of-battle ships near

* Canopus, Renown, Tigre, Sultan, Leviathan, and Cumberland.

Frontignan, to attack them when on shore; for in attempting to do so, one of his Majesty's ships was under five fathoms water, and another in less than six. On the 26th, I sent the boats to sound; meaning, if possible, to buoy the channel (if any had been found) by which the enemy's ships could be attacked; but at night we had the satisfaction to see them set on fire.

From the circumstances under which the ship and frigate ran on shore at the entrance of the port of Cette, I have little doubt the former will be lost; and the frigate must certainly have received considerable damage; but they cannot be got at on account of the batteries.

Your Lordship must be well aware, that nothing but the great press of sail carried by his Majesty's ships, and the good look-out kept, could have enabled them to close with those of the enemy from the distance they were at the time they commenced the chase.

I have the honour to be, &c.

Vice-adm. Lord Collingwood, Commander in Chief, &c. G. MARTIN.

SIR, *Ville de Paris, off Rosas, Nov.* 1, 1809.

When the enemy's convoy was chased on the 23d ultimo, their transports separated from the ships of war, and, under the protection of an armed store-ship, two bombards, and a xebec, made for the Bay of Rosas. When the ships of war were disposed of, as related in my letter of yesterday, the convoy became the object of my attention; and on the 29th the Apollo was sent off Rosas to examine what vessels were there, and how far they were in a situation assailable.

The next day I appointed the ships, as per margin*, for this service, under the orders of Captain Hallowell, to bring them out if the wind was favourable, or otherwise to destroy them. The state of the wind and sea would not permit this operation until last night; when, after dark, the ships bore up for the Bay, and anchored about five miles from the castle of Rosas, under the protection of which castle, of Trinity Fort, and of several other newly erected batteries, the convoy, consisting of 11 vessels, five of them armed, as per accompanying list, were moored.

The boats being arranged in separate divisions, the whole were put under the orders of Lieut. Tailour, first lieutenant of the Tigre, and proceeded to the attack of the enemy; who, although he could have had no previous intimation of such an enterprise against him, was found vigilant and completely on his guard. The ship, which was a smaller sort of frigate, was enclosed in boarding nettings, and a gun-boat advanced a-head of her for the look-out. On being hailed, and the alarm gun fired, our boats stretched out, the crews at the highest pitch of animation filling the air with their cheers; each division took the part previously allotted to it; the armed ship was boarded at all points, and carried in a few minutes, notwithstanding the spirited and sturdy resistance which the enemy made; all their armed vessels were well defended, but the British seamen and marines, determined to subdue them, were not to be repelled, even by a force found to be double that which was expected; and, besides the opposition made by the vessels, the guns from the castle, the forts in the bay, the gun-boats and musketry from the beach kept a constant fire on them. On the opening of day, every ship or vessel was either burnt, or brought off, aided by the light winds which then came from the land, and the whole of the convoy that came from

* Tigre, Cumberland, Volontaire, Apollo, Topaze, Philomel, Scout, and Tuscan.

Toulon for the supply of the French army in Spain has been destroyed, with the exception of the frigate, which escaped to Marseilles, and one store-ship not since heard of.

I cannot conclude this narrative without an expression of the sentiment which the execution of this bold enterprise has inspired me with, and the respect and admiration I feel for those who performed it.

In the first place, success greatly depended upon the previous arrangement which was made by Captain Hallowell, with a judgment and foresight that distinguishes that officer, in every service he is employed on; the division of the boats, the preparation of fire materials, and providing them with every implement that contingency could require, established confidence throughout the whole; and in this he was ably assisted by the experience and zeal of Captains Wodehouse, Bullen, Taylor, and Hope. The brigs were under sail, as near the vessels attacked as the light winds would allow, and Captain Hallowell speaks in high terms of praise of the conduct of their commanders, Crawley, Raitt, and Wilson. The first lieutenant, Tailour, led to the assault in a most gallant manner, and was followed by the other officers, as if each was ambitious of his place, and desired to be first; the whole party bravely maintained the character which British seamen have established for themselves.

I am sorry I have to add, that the loss has been considerable, of which I enclose a list. Lieutenant Tait, of the Volontaire, an excellent and brave young officer, and Mr. Caldwell, master's mate of the Tigre, a youth of great promise, were the only officers slain.

Many officers in the fleet were desirous of being volunteers in this service. I could not resist the earnest request of Lieutenants Lord Viscount Kaigonie, the Honourable J. A. Maude, and the Honourable W. Waldegrave, of the Ville de Paris, to have the command of boats, in which they displayed that spirit which is inherent in them.

I transmit also Captain Hallowell's letter relating his proceedings, with lists of the officers who commanded boats, and had appointments in this service, and of the vessels burnt and captured.

I have the honour to be, &c.

COLLINGWOOD.

P.S. I have charged Lieutenant Waldegrave, of the Ville de Paris, with the delivery of my despatches; an officer of great merit, and who commanded one of the boats employed on this service.

His Majesty's Ship Tigre, off Cape St. Sebastian, Nov. 1, 1809.

MY LORD,

In obedience to your Lordship's order of the 30th ultimo, I proceeded to the Bay of Rosas with the ships and sloops named in the margin, where finding it impracticable to attack the enemy's convoy while under weigh, (the wind being at S. E. and a heavy swell) I anchored the ships of the squadron yesterday evening after dark, about five miles off the town of Rosas, and detached all the boats, under the command of Lieutenant Tailour, first of the Tigre, to destroy them; the spirited manner in which he led them on to the attack, commanded the admiration of every one present; and the gallant manner in which he was supported reflects the highest honour on every person employed on this service.

I have the honour to inclose a list of vessels captured and destroyed on this occasion; and when your Lordship is informed that the enemy was aware of our intention to attack him, and had taken the precaution of fixing boarding nettings, and placing a launch with a gun in it in advance, to give him a notice of our approach, and that the vessels were also defended by the very strong batteries on shore, I trust your Lordship will

consider it equal in gallantry and judgment to any exploit that has occurred under your Lordship's command.

Our loss has been severe, and among the list of killed I have to lament the loss of Lieutenant Tait, of the Volontaire, of whom Captain Bullen speaks in high terms, as an officer who has distinguished himself upon many occasions; and Mr. Caldwell, master's mate of the Tigre; the latter has left a widowed mother in distressed circumstances, who looked to him for comfort and support. Among the wounded are Lieutenant Tailour, of the Tigre, and Lieutenant Forster of the Apollo, severely.

The Brigs were directed to keep under weigh, and were in an admirable situation at day-light to have given assistance, had it been necessary.

I have the honour also to inclose a list of the officers employed on this service, and I have only to state that their conduct, and that of the seamen and marines under their command, was such as to exceed any encomium from my pen, and entitles them to my warmest thanks and approbation. I have the honour to be, &c.

B. HALLOWELL.

A List of Ships and Vessels captured and destroyed by the Boats of the Squadron under the Command of Benjamin Hallowell, Esq. Captain of his Majesty's Ship the Tigre, in the Bay of Rosas, on the Morning of the 1st of November 1809.

Armed store-ship, La Lemproye, Bertault la Breetreete, Lieutenant de Vaisseau, commander, of 16 nine-pounders, 110 men, and 600 tons; burnt.—Pierced for 22 guns on the main-deck.—Vessel of war.

Bombard. La Victoire, Garribou, Ensign de Vaisseau, commander, of 14 six-pounders and 80 men; burnt.—Vessel of war.

Felucca, L'Assacien, Rouve, master, of 45 muskets and 20 men; burnt.—Transport belonging to government.

L'Union, of 150 tons; burnt.—Landed her cargo.

La Bien Aimé, of 150 tons, laden with biscuit;—burnt.

Notre Dame de Rosaire, of 150 tons; burnt.—Landed her cargo.

Felucca, Notre Dame de Grace, of 90 tons; burnt.—Landed her cargo.

Bombard, Le Grondire, Coreille, Ensign de Vaisseau, commander, of 8 six-pounders and 45 men, laden with biscuit; taken.—Transport belonging to government.

Xebeck Le Normande, Arnaut, Ensign de Vaisseau, commander, of 10 four-pounders, and 48 men; taken.—Vessel of war.

Le Dragon, of 200 tons, laden with biscuit; taken.

L'Indien of 200 tons, laden with corn and flour; taken.

B. HALLOWELL.

A Return of Killed and Wounded in the Attack on the Enemy's Vessels on the Morning of the 1st of November, 1809, *in the Bay of Rosas.*

TIGRE.

Killed.—James Caldwell, master's mater; Thomas Jones (1), able; Alexander Duncan, ditto; James Anderson, ditto.

Wounded.—John Tailour, lieutenant, severely; D. R. Syer, midshipman, ditto; James Kilfoyle, carpenter's crew, slightly; William Window, quarter-gunner, ditto; Peter M'Laughlin, able, slightly; John Reiley (1) ordinary ditto; John Westway, private marine, ditto; James Terry, private marine, ditto; James Grant, private marine, ditto; George Lemon, able, ditto.

CUMBERLAND.

Killed.—John Leigh, ordinary; Thomas Gibson, marine.

Wounded.—Richard Stuart, lieutenant, slightly; John Webster, master's mate; W. H. Brady, midshipman; John White, able; John James, able, slightly; Charles Spraggs, ordinary; Oliver Isaac, ordinary, slightly; Timothy Collins, ordinary; Isaac Stafford, ordinary, very slightly; Stephen Miller, ordinary; John Kielly, ordinary; Robert Kelly, ordinary; Geo. Hetherston, private marine, very dangerously; Thomas Bowles, private marine, slightly; George Mitchell, private marine.

VOLONTAIRE.

Killed.—Dalhousie Tait, lieutenant; Thomas Harrison, quarter-gunner.

Wounded.—Robert Grant, marine, dangerously; Thomas Sutton, seaman, badly; Christopher Anderson, seaman, ditto; James Hays, seaman, ditto; Jacob Schwerin, seaman, ditto; William Hinson, marine, slightly; James Dawden, marine, ditto; J. Davis, seaman, ditto; Wm. Thomas, seaman, ditto; Chr. Feat, seaman, ditto; Wm. Thompson, seaman, ditto; Jos. Lewis, seaman, ditto; J. Smith, seaman, ditto; Honourable J. A. Maude, lieutenant, ditto—a volunteer from the Ville de Paris; John Armstead, midshipman, ditto—a volunteer from the Ville de Paris.

APOLLO.

Killed.—Evan Jones, serjeant of marines; William Saunders, private marine; John Mackie, able.

Wounded.—J. Begbie, first lieutenant, slightly; J. Forster, lieutenant, severely; Peter Manning, private marine, dangerously; Louis O. Sauf, ordinary, badly; Caul Sauster, able, slightly.

TOPAZE.

Killed.—James Callaghan, ordinary; Doug. Carmichael, able; James M'Donald, ordinary; William March, ordinary.

Wounded.—Tho. Wilson, able, very severely; Wm. Holberson, ordinary, very severely; J. White, ordinary, slightly; J. Roberts, captain of foretop, ditto; J. Harrington, able, ditto; J. Card, private marine, severely; Jos. Carter, private marine, dangerously; Henry Tub, ordinary, slightly.

PHILOMEL AND SCOUT.

None killed or wounded.

TUSCAN.

Wounded.—Pascoe Dunn, lieutenant, slightly; James Lamb, ordinary, dangerously.

Total killed—1 lieutenant, 1 master's mate, 10 seamen, 1 serjeant of marines, 2 privates of marines.

Total wounded—1 seaman, 4 privates of marines, dangerously; 2 lieutenants, 1 midshipman, 7 seamen, 1 private of marines, severely; 5 lieutenants, 1 master's mate, 2 midshipmen, 28 seamen, 5 privates of marines, slightly.

Grand total—15 killed, 55 wounded.

B. HALLOWELL.

DECEMBER 2.

Copy of a Letter from Vice-admiral Lord Collingwood, Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, addressed to the Hon. W. W. Pole, dated on Board the Ville de Paris, off Minorca, October 12, 1809.

SIR,

I have great pleasure in transmitting to you a letter from Captain Hoste, of his Majesty's ship the Amphion, giving an account of a very gallant and well-conducted attack made on the enemy's fort and vessels at

Cortelazzo, between Venice and Trieste, by the seamen and marines landed from that ship, which so completely succeeded, that the fort was taken, and blown up, and all the vessels which were in the port captured or destroyed, without the loss of a man, one only being wounded by accident, when employed in destroying the works.

I have on many occasions had to represent the zeal, the bravery, and the nice concert of measures that are necessary to success, which have distinguished the services of Captain Hoste; and this late attack of the enemy is not inferior to those many instances which have before obtained for him praise and admiration.

The manner in which he speaks of Lieutenant Phillott, who commanded the party, and of the other officers and men, is highly honourable to them; but the Amphion's officers and men following the example of their captain, could not well be otherwise than they are.

I also transmit a list of the officers who were employed on this service, and of the captures made. Within a month two divisions of the enemy's gun-boats have been taken, consisting of six each.

I am, &c.

COLLINGWOOD.

His Majesty's Ship Amphion, off the Coast of Friul, August 28, 1809.

SIR,

I beg leave to inform you of a most gallant and successful attack made by the boats of this ship and a detachment of seamen and marines on the enemy's force at Cortelazzo, consisting of six gun-boats, and a convoy of merchant trabaccalos, moored in a strong position under a battery of four twenty-four pounders, at the mouth of the Piavie, and in sight of the Italian squadron at Venice.

I had reconnoitred them on the 24th instant, and found it impracticable, from the shallowness of the water, to get the ship in, but I conceived they might be cut out by the boat, provided I could carry the battery; and this opinion was confirmed by a fisherman I detained the same evening, who gave me a very correct account of their force and situation: to prevent any suspicion of my design, I kept out of sight of the land till the evening of the 26th, when I crowded all possible sail, and we anchored off the entrance of the Piavie, at one on the morning of the 27th. At three a detachment of seamen and marines, commanded by Lieutenant Phillott, First Lieut. assisted by Lieut. Jones (2), and Moore of the marines, in all seventy men, were landed about a mile below the battery to the southward, and advanced immediately to storm it, leaving Lieutenant Slaughter (third Lt.) with the command of the boats, to push for the river the instant the fort was carried: at a quarter past three the alarm was given, the attack was made at the same instant, and such vigour in the assault, that in ten minutes the fort was completely in our possession, and the concerted signal made, the guns were instantly turned on the gun-boats, the fire on which, and musketry from the marines, whom Lieut. Moore had placed in a most excellent situation, compelled them to instant surrender, and our boats took possession of the gun-boats and vessels, as per enclosed list; two of the former are of the largest dimensions.

The battery was a complete work, with a ditch, and chevaux de frize round it, and our men entered it first by scaling-ladders: the commandant of the fort made his escape with some of his men, two were found dead, and one wounded, the rest, consisting of sixteen of the 3d regiment of Light Infantry, were made prisoners. Having spiked the guns, and totally destroyed the battery and barrack, the whole detachment was re-embarked by one P. M.

I have now, Sir, the additional pleasure of saying, that this service was performed without the loss of a man on our part. One marine alone was wounded by an explosion of powder after we had possession, but he is doing well.

The gallantry and good conduct of the commanding lieutenant, Mr. Philliott, in the execution of this attack, speaks for itself; I have only to say, he had the entire conducting of it, and on this, as on many other occasions, fully justified the confidence I placed in him. He speaks in the warmest terms of Lieutenants Jones and Moore, and the officers and men under his orders; the prompt manner in which Lieutenant Jones turned the guns on the enemy's vessels, and the judicious disposition of the marines by Lieutenant Moore, is highly praise-worthy. In the variety of boat-service we have had, these officers have particularly distinguished themselves, and some months back were both severely wounded. The silence and regularity of the seamen and marines in their advance to the fort, and their bravery in the attack, is equally deserving of praise, and truly characteristic of British seamen. Inclosed is a list of the officers and midshipmen employed on shore and in the boats.

The surrender of the gun-boats was so quick, that our boats had not time to join in the attack on them, but were most actively employed afterwards in getting the prizes out, under the direction of Lieutenant Slaughter.—The above vessels were stationed at Cortellazzo for the express purpose of protecting the trade between Venice and Trieste, and were commanded by a Commandant de Division, Mons. Villeneuve, who is made prisoner.

I have, &c.

W. HOSTE, Captain.

Captain Hargood, His Majesty's Ship Northumberland, &c. &c. in the Adriatic.

A List of Gun-boats, &c. captured and destroyed by the Boats of His Majesty's Ship Amphion, W. Hoste, Esq. Captain, at Cortellazzo, on the 27th of August, 1809.

La Surveillante, Venetian Gun-boat, commanded by Spiridione Augustine, Enseigne de Vaisseau, mounting one long twenty-six pounder in the bow, and one long twelve pounder a-stern, with 4 swivels mounted on the gunwale, with a complement of 36 men, copper-bottomed and fastened, and quite new.

La Vedette, Venetian Gun-boat, commanded by Aloise Tiozza, Lieutenant de Fregate, mounting 1 long twenty-six pounder in the bow, and 1 long twelve-pounder a-stern, with 4 swivels mounted on the gunwale, with a complement of 36 men, copper-fastened.

No. 80, Venetian Gun-boat, commanded by Giovanni Antonio, Aspirante (midshipman), mounting 1 long twenty-four pounder, with small arms.

No. 76, Venetian Gun-boat, commanded by Giovanni Villeneuve, Commandant de Division, mounting 1 long twenty-four pounder, with small arms.

No. 77, Venetian Gun-boat, commanded by Andrew Moro, Aspirante, mounting 1 long twenty-four pounder, with small arms.

No. 64, Venetian Gun-boat, commanded by Giovanni Marsalo, Aspirante, mounting 1 long twenty-four pounder, with small arms.

Two Trabaccalos, laden with rice, cheese, &c.; taken.

Five Trabaccalos, laden with wood and charcoal; burnt in the river.

W. HOSTE, Captain.

A List of Officers employed on shore, and in the Boats of his Majesty's Ship Amphion, W. Hoste, Esq. Captain, at the Attack of the Enemy's Force at Cortelazzo, on the Morning of the 27th August, 1809.

C. G. R. Phillott, first lieutenant; G. M. Jones, second lieutenant; William Slaughter, third lieutenant; in the boats. Thomas Moore, lieut. of Royal Marines J. Dalleny, master's mate; Thomas Boardman, ditto; Joseph Gape, midshipman; Charles H. Ross, ditto; George Castle, ditto; Charles Kempthorn, ditto; William Lee Rees, ditto; Charles Bruce, ditto; Thomas Edward Hoste, volunteer of the first class; F. G. Farewell, ditto; Robert Spearman, ditto; Jonathan Angas, surgeon's assistant.

W. HOSTE, Captain.

Vice-admiral Lord Collingwood has transmitted to this office a letter from Captain Crawley of his Majesty's sloop the Philomel, giving an account of his having, on the 13th of October, captured off Zante, a French privateer called the Etoile de Bonaparte, of eight guns and forty-eight men.

A List of Officers employed in the Boats in the Attack on the Enemy's Vessels on the Morning of the 1st of November, 1809, *in the Bay of Rosas.*

TIGRE.

Mr. John Tailour, lieutenant; Mr. A. W. J. Clifford, ditto; Mr. Edw. Boxer, ditto; Mr. William Waterface, ditto; Mr. William Hamilton, do.; Mr. John Brulton, ditto; Mr. James Caldwell, master's mate; Mr. Josh. Kynson, ditto; Mr. D. R. Syer, midshipman; Honourable Robt. Spencer, ditto; Mr. Henry Fawcett, ditto; Mr. G. F. Bridges, ditto; Mr. George Sandys, ditto; Mr. James Athill, ditto; Honourable G. J. Perceval, ditto; Mr. James Montague, ditto; Mr. Frederick Noel, ditto; Mr. Alexander Hosack, assistant-surgeon.

CUMBERLAND.

Mr. John Murray, lieutenant; Mr. Richard Stuart, ditto; Mr. Wm. Bradley, acting-lieutenant; Mr. Edward Baillie, captain of marines; Mr. John Webster, master's mate; Mr. Charles Robert Milbourne, midshipman; Mr. Henry Wise, ditto; Mr. William H. Brady, ditto; Mr. Annesley Blackmore, ditto.

APOLLO.

Mr. James Begbie, lieutenant; Mr. Robert Cutts Barton, ditto; Mr. John Forster, ditto; Mr. Henry William de Chair, master's mate; Mr. William Plant, ditto; Mr. James Dunderdale, midshipman; Mr. Henry Lancaster, ditto; Mr. John Oliver French, clerk.

SCOUT.

Mr. John Tarrant, lieutenant; Honourable William Waldegrave, lieut. of Ville de Paris; Mr. ——— Davy, midshipman of ditto.

TOPAZE.

Mr. Charles Hammond, lieutenant; Mr. James Dunn, ditto; Mr. Wm. Rawlins, ditto; Lord Balgonie, lieut. of his Majesty's ship Ville de Paris; Mr. Halstead, lieutenant of marines; Mr. Alexander Boyter, master's mate; Mr. Thomas Canty, carpenter; Mr. Joseph Hume, midshipman; Mr. Hungerford Luthill, ditto; Mr. Harry Nicholas, ditto.

VOLONTAIRE.

Mr. Dalhousie Tait, lieutenant; Mr. Samuel Sison, lieutenant; Mr. John Bannatyne, master's mate; Mr. Thomas Randall, ditto; Mr. R. S.

Harness, midshipman; Mr. H. J. Leeke, ditto; Mr. William Middleton, carpenter; Hon. J. A. Maude, lieut. volunteer from the Ville de Paris; Mr. John Armstead, midshipman, volunteer from ditto; Mr. William Burton, first lieut. of marines; Mr. Duncan Campbell, second lieutenant of marines.

TUSCAN.

Mr. Pasco Dunn, lieutenant; Mr. John M'Dougall, master's mate, volunteer from the Ville de Paris; Mr. Charles Gray, master's mate, volunteer from ditto; Mr. John Stiddy, midshipman.

BEN. HALLOWELL.

DECEMBER 5.

Copy of a Letter from Vice-Admiral Lord Collingwood, Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, addressed to the Hon. W. W. Pole, and dated on Board his Majesty's Ship Ville de Paris, off St. Sebastian, 30th of October, 1809.

SIR,

My letter of the 4th of August informed their Lordships of the proposal I had made to Lieutenant-general Sir John Stuart, that the Islands of Zante, Cephalonia, &c. should be seized on before the French could turn their regard from the defence of Naples, to strengthen other points, and in which letter I inclosed to you a copy of the instructions I had sent to Rear-admiral Martin, to be delivered to Captain Spranger of the Warrior, whom I had selected to command the naval part of the expedition. The change which at that time had taken place in the state of the armies in the North, required the Lieutenant-general's consideration, whether an adequate force might be spared from the army, and delayed their departure from Sicily, until the 23d September, when the Warrior sailed from Messina, with the Philomel sloop and transports, carrying about one thousand six hundred troops, under the command of Brigadier-general Oswald. The Spartan at the same time sailed from Malta, with Mr. Foresti and Count Cladan, a Cephalonian gentleman, who had for some time taken refuge at Malta, and whose local knowledge and influence in the country, I hoped would be advantageous to the service. Orders were also sent to Captain Eyre of the Magnificent to join them with the Corfu squadron.

I have now great satisfaction in informing you, Sir, of the complete success of this expedition, and that the French garrison in the islands of Zante, Cephalonia, Ithaca, and Cerigo have, after a very faint resistance, surrendered to his Majesty's arms, the people liberated from the oppression of the French, and the government of the Sept'Insular Republic declared to be restored.

As no preparation for so unexpected a change could have been made by the inhabitants, it has been found convenient by the officers commanding, and by the principal people who are now to assume the government, that the British flag, with that of the republic, shall be continued to fly until the several departments are filled and regularity is established.

The influence of Mr. Foresti, and the estimation in which his character is held by the people, very much facilitated the operations:—I have written to him to resume his functions of British resident with the republic, until he shall receive the instructions of his Majesty's ministers.

I inclose, Sir, the letters of Captains Spranger, Brenton, and Crawley, detailing the several parts they took in the reduction of the islands, a copy of the proclamation, and reports of the garrisons and stores, by which their Lordships will find with what good judgment all the measures were

taken by the commanders of the sea and land forces, and the zeal and intelligence with which they were executed.

At Cerigo the greatest resistance was made; but Captain Brenton's skill and resources are such as would surmount much greater difficulties than they could present. I am, &c.

COLLINGWOOD.

His Majesty's Ship Warrior, Bay of Zante, October 3, 1809.

SIR,

I have the honour to acquaint you, for the information of the Commander-in-chief, that, in pursuance of his Lordship's orders, I sailed from Messina on the 23d ultimo, in company with the sloop Philomel, two large gun-boats, and the transports, with troops under the command of Brigadier-general Oswald, and proceeded off Cephalonia, where we arrived on the 28th, and continued in sight of the island until the 1st of October, during which days we were joined, as had been previously arranged, by the Spartan from Malta, and the Magnificent, Bellepoole, and Kingsfisher, from Corfu, and anchored that night in the bay of Zante, just without reach of the nearest battery.

At day-light on the following morning, the troops assembled alongside the Warrior, and under cover of the Spartan, Belle Poole, and gun-boats, who soon silenced the batteries, landed a division of the army in the most perfect order, about three miles from the town, and whilst General Oswald was advancing, Captains Brenton and Brisbane, and the gun-boats conducted by Mr. Cole, my First Lieutenant, were actively employed in keeping the enemy, who had re-manned their batteries, in check, and covering the second disembarkation, when the whole army moved forward and closely invested the castle, to which the French had retired from every direction.

A proclamation, herewith annexed, was in the meantime distributed to the inhabitants, explanatory of our views, and finding, as was expected, that they rejoiced in the expulsion of these common disturbers of mankind, I forbore attacking with the ships a strong battery on the Mole Head, which could not be taken without destroying a great part of the town; and have the satisfaction of adding, that in the course of the day, the enemy though advantageously situated in a most important and commanding position, thought proper to capitulate on the terms which I have the honour to inclose. I am, &c.

J. W. SPRANGER.

Rear-Admiral Martin, &c. &c.

PROCLAMATION *to the Inhabitants of Cephalonia, Zante, and others of the Seven Islands.*

It having been represented to the Commander-in-chief of his Britannic Majesty's sea and land forces in the Mediterranean, that the inhabitants of Cephalonia, Zante, and other of the Seven Islands, wearied and oppressed with the violence and exactions of the French government, under which their commerce has been annihilated, and their personal freedom invaded, are desirous to shake off the Yoke; their Excellencies, Vice-admiral Lord Collingwood, K. B. and Lieutenant-general Sir John Stuart, Count of Maida, K. B. &c. commanding in chief the respective sea and land forces, have directed such aid to be given as may enable them to expel their present oppressors, and re-establish a free and independent government, with the uncontrolled exercise of their religious, civil, and commercial rights.

The undersigned, commanding the division of his Majesty's sea and land forces, charged with the execution of this interesting and important duty, call therefore on the inhabitants of all ranks to come forward, and share in the glorious labour of expelling the common enemy.

We present ourselves to you, inhabitants of Cephalonia, not as invaders, with views of conquest, but as allies who hold forth to you the advantages of British protection, in the freedom and extension of your commerce and the general prosperity of your island; contrast these obvious advantages with the privations you have laboured under, since you were passed over from the yoke of Russia to that of France, and deprived at one blow of your independence as a nation, and of your rights of freedom as men.

We demand of you no exertions but such as are necessary for your own liberation, and no other aid than what reciprocal advantage requires.

Hostility, whether shown in acts of opposition towards us, or in aid to the enemy, must of course be repressed; but no retrospect will be made to the errors of the past, no other distinctions suffered than what results from present opportunities of zeal, courage, and patriotism.

Given under our hands on board his Majesty's ship Warrior, in Zante Roads, this 2d October, 1809.

(Signed) By Brigadier-General Oswald, commanding a division of his Majesty's forces, and

J. W. Spranger, Captain of the Warrior, and Senior Naval Officer.

ARTICLES *of* CAPITULATION *agreed upon between Lieutenant-Colonel Lowe, on the Part of Brigadier-General Oswald, commanding a Division of his Britannic Majesty's Forces, and of Captain Spranger, commanding a Squadron of his Majesty's Ships and Vessels employed in the Liberation of the Island of Zante, and the Lieutenant-Colonel commanding the French Garrison in the Castle of the said Island. Zante, 2d October,* 1809.

Art. I. The French Garrison will march out with the honours of war, and be considered as prisoners of war, to be exchanged whenever circumstances will permit.

Art. II. The officers will retain their swords and private property, the men their packs.

Art. III. All public property appertaining in any way to the French government, will be delivered up to the officers charged to receive it; this includes all plans and official papers of the artillery and engineer department.

Art. IV. The persons in civil employment of the French government will be considered on the same footing as the military.

Art. V. The sick left by the French garrison will be taken care of, by a medical officer to be left by them for that purpose.

Art. VI. The upper part of the Castle will be occupied forthwith by a detachment of British troops. The French garrison will march out at nine o'clock, and after having laid down their arms, will be conducted to the Mole Fort, where they will remain until embarked.

(Signed) John Oswald, Brigadier-General, commanding a detachment of his Majesty's forces,

J. W. Spranger, Captain of his Majesty's ship Warrior, and Senior Naval Officer.

Lieutenant-Colonel Manourier.

N. B. The enemy's troops in Cephalonia surrendered on the same terms the 4th October.

Return of Guns mounted on the different Batteries in the Town of Zante, 2d October, 1809.

Iron Guns.

1 Foreign twenty-six pounder; 1 English twenty-four pounder; 2 Foreign twenty-four pounders; 2 ditto twenty-one pounders; 1 ditto eighteen-pounder; 4 ditto fifteen-pounders; 1 ditto eight-pounder; 3 ditto four-pounders.—Total, 15 pieces.

17 Piles of shot of different sizes; 6 Small guns, belonging to the privateer, and 2 six-inch brass howitzers, belonging to the wharf; 10 small guns in the battery, and a furnace for heating shot.

N. B. Several other guns on different batteries, which have not been taken an account of.

C. GILMOUR, Capt. Royal Artillery.

2d October, 1809.

Return of French and Albanian Troops in the Island of Zante.

Staff—1 Lieutenant-colonel, 1 major, 1 captain, 2 subalterns, 2 staff.
4th Italian regiment—1 captain, 76 rank and file.
Septinsular Artillery—1 subaltern, 13 rank and file.
Albanians—3 subalterns, 200 rank and file.
Total—1 Lieutenant-colonel, 1 major, 2 captains, 11 subalterns 2 staff, 294 rank and file.

Including the following.

Lieutenant-colonel-commandant, Major de Place, Adjutant, Secretary, Lieutenant, Captain of the Port, Lieutenant of Marine.

E. WYNYARD, A. A. G.

N. B. About two hundred Albanians, who did not retire to the Castle, are dispersed in the island.

His Majesty's Ship Warrior, Cephalonia,
SIR, *October* 5, 1809.

No time was lost after the surrender of Zante, in establishing a provisional government, re-embarking the troops, and proceeding on the 4th instant, with the squadron, augmented by the arrival of the Leonidas, to Cephalonia, the port of which was entered, with the men of war formed in two columns, and the transports in the rear, and taken possession of, without any opposition on the part of the enemy, which indeed, from the formidable force I had the honour to command, was perfectly useless.

And having landed the advance the same evening, the General summoned the Fort of St. George, situated on a steep hill, two leagues from the town, which immediately surrendered, on the same terms as those granted to the garrison at Zante, and both islands were fortunately occupied by his Majesty's forces without any loss whatever, and the Sept'Insular flag, together with the British, to the great joy of the inhabitants, displayed at each.

At Zante we took one small French privateer, and four others of a peculiarly fast sailing construction were on the stocks, and ready for launching.

At Cephalonia we only found two Russian Ships, and an English captured brig, with a small number of coasting traders, in one of the finest harbours in the world, and capable of containing in safety the largest fleets.

I am, &c.

J. W. SPRANGER.

Rear-Admiral Martin, &c. &c.

Return of French and Albanian Troops who surrendered in the Island of Cephalonia, October 5. 1809.

Fort St. George.—4th Italian Regiment—1 officer, 43 rank and file.
Albanians,—5 Officers, 65 rank and file.
Total—6 Officers. 108 rank and file
Lixivii.—4th Italian Regiment—5 rank and file.
Albanians.—2 Officers, 52 rank and file.
Total—2 Officers, 57 rank and file.
Asso.—Albanians.—1 Officer, 28 rank and file.
Staff—1 Commandant, 3 majors de place, 1 captain French artillery, 1 captain Sept'Insulaire.

LORENZO PIERI, Capt Bat.

Return of the Ordnance, Ammunition, and Stores found in the different Batteries at Cephalonia, October 7, 1809.

Iron Ordnance.—1 Old thirty-three pounder; 1 old twenty-six pounder; 2 twenty-four pounders (1 dismounted); 3 fifteen-pounders (2 dismounted) 1 dismounted twelve-pounder; 7 unserviceable, of different natures.

Brass Ordnance.—2 Seven-pounders, mounted on field-carriages: 1 dismounted six-inch howitzer; 2 padereroes: 11 barrels and a half of powder; 38 cartridges of different natures, for the above ordnance; 341 round shot, of different natures; 26 case-shot for seven-pounders; 5000 ball cartridges for Albanians; 100 hand-grenades; 29 pigs of lead.

J. WILLIAMSON, Capt. R. Art.

His Majesty's Ship Warrior, Zante Bay, October 16, 1809.

SIR,

I arrived here yesterday, having been detained by strong southerly winds, and should have sailed for Cerigo, to assist in the reduction of that island this Morning, had I not received the accompanying despatch from Captain Brenton, which so happily periods the orders I had in command from his Lordship to execute, and restores these islands to their freedom, and the lawful exercise of their rights and liberties, under the protection and by the assistance of his Majesty's arms.

Cerigo has long been a nest of privateers of the worst description, whose piracies have been directed against the trade of all nations, and, from its situation, of singular annoyance to ours. And I cannot conclude these details without observing, that though the resistance has every where been inconsiderable to what might have been expected from local and other advantages the enemy possessed, yet the zeal, activity, and perfect harmony that has existed in both services was equal to surmount whatever could have been opposed to us.

To the experience and ability of Brigadier-general Oswald I am much indebted, and am confident we both unite in one sentiment in regard to Mr. Foresti, his Majesty's minister to the Sept'Insular republic.

From this gentleman the most disinterested and judicious councils have been received, and the cordial reception we every where met with, amongst a people so long acquainted with his character, is the best proof of the high estimation he is held in.

Captain Brenton's well known merit would make it presumptuous in me to enlarge on it, and only renders it necessary to say, that I have derived the utmost advantage from his judgment, and bear willing testimony to his gallantry and activity. He speaks most favourably of Mr. Wilds, first lieutenant of the Spartan, and I have equal reason to be pleased with the conduct of Mr. Cole, the first lieutenant of this ship, who com-

manded the gun-boats, and with the behaviour of all descriptions of officers and men under my command.

I have the honour to be, &c.

J. W. SPRANGER.

To George Martin, Esq. Rear-Admiral of the White, &c. &c.

Spartan, off the Island of Cerigo,
13th October, 1809.

SIR,

In my last from Zante, I expressed a hope that we might be able to reduce the Island of Cerigo without any farther reinforcement. This idea was strengthened by papers and plans found upon the late governor of the island, made prisoner at Zante. Major Clarke and mysel decided upon making our first attack upon the forts in the harbour of Avlemmeno, in order to prevent the escape of any vessels which might be there. The forts are those of St. Nicholas and St. Joaquin. The first is a stone building mounting nine guns; the latter an embrasure battery of four guns. At four p. m. on the 9th instant, we ran into the bay. The forts opened upon us, but were both silenced in a few minutes by the ship and schooner, whilst the troops under Major Clarke landing made several prisoners. The enemy had one killed and one wounded upon this occasion. Only one man of the Thirty-fifth was wounded on our side.

At day-light on the 10th we weighed with the intention of immediately attacking the Castle of Capsal in the Bay of Cerigo, but variable winds prevented our getting round. At two P. M. the troops and marines were landed in a small cove in the Bay of St. Nicholas, and marched forwards towards the castle, one watch of the Spartan following with three small field-pieces. I landed with the troops that I might be enabled by signal to command the resources of the ship without the delay of sending messages, foreseeing that she could not be brought to act against the castle whilst the wind continued southerly. The nature of the country rendered our approach to the casle extremely difficult, particularly for the guns, which did not arrive till ten o'clock on the 11th instant at the position the troops occupied, a height on a level with the castle, within four hundred yards of it. A fire commenced on both sides with guns and musketry, which continued the greatest part of the day. In the evening some rockets were landed from the ship, and in the course of the night some of them thrown at the citadel. At day-light I ordered two twelve-pounders to be landed from the ship, but before they could be disembarked a flag of truce came out with an offer of surrendering, provided the garrison was allowed to return to Corfu. This we refused; and after some deliberation it surrendered on the same terms as those of Zante and Cephalonia. At ten o'clock our troops took possession of the castle.

It is to the zeal and ability of Major Clarke, and the judicious arrangements which he made of the forces under his command, that the speedy reduction of this strong post may be attributed. The enemy were cut off from any prospect of escape or relief, and were convinced that our means of offence were hourly increasing.

I cannot speak too highly of the conduct of the officers and men of both services, as well in respect to their cheerful perseverance under fatigue, as to their gallantry when opposed to the enemy.

I am happy to say our loss has been much less than might have been expected. One bombardier of the royal artillery killed, two privates of the 35th regiment wounded.

I cannot in justice to Lieutenant Willes, first of the Spartan, close this letter without saying, that Fort St. Joaquin, of two 18 and two 9-pounders, was completely silenced by the gallant manner in which he attacked it in

the prize schooner under his orders, with a party of the 35th regiment on board. The inhabitants of the island received us with every demonstration of joy.

I have sent Lieutenant Willes in the schooner with the despatches, and shall remain off this place till I receive your further directions.

I enclose for your information the articles of capitulation, together with a list of artillery, &c. found on the island.

I have, &c.

J. BRENTON.

Captain Spranger, His Majesty's Ship Warrior.

ARTICLES *of* CAPITULATION *concluded between Captain Brenton, Commanding His Britannic Majesty's Ship Spartan, and Major Charles William Clarke, of His Britannic Majesty's 35th Regiment, Commanders of the English Land and Sea Forces at the Island of Cerigo, and Monsieur Martin Metraxa Lisco, Commanding the Castle of Cerigo.*

Art. I. The garrison will march out with the honours of war, and deposit their arms at the gate, remaining prisoners of war till an opportunity offers of exchanging them. Officers are permitted to retain their arms.

Art. II. All personal property will be respected.

Art. III. All property belonging to the French government, whether in the castle or in any other part of the island, shall be delivered up to the English.

As soon as the foregoing articles shall have been signed by the British and French commanders, the castle will be occupied by the British troops.

J. BRENTON, Captain of His Majesty's Ship Spartan.
C. W. CLARKE, Major, Commanding British Troops.
Il Commandante dell' Isola LISEO.

List of Prisoners taken on the Island of Cerigo, on the 9th and 12th October, 1809, by His Majesty's Sea and Land Forces.

1 Captain commandant of the island, 1 adjutant de place, 1 lieutenant of artillery, 1 non-commissioned officer of artillery, 6 privates.

Russians—1 lieutenant of the line, 2 non-commissioned officers, 38 rank and file.

Russians taken at St. Nicholas, 9th October.

1 Non-commissioned officer, 6 rank and file.

Island Battalion.

3 Officers, 17 rank and file.

Albanese.

2 Officers, 2 non-commissioned officers, 22 rank and file. Total—104.

1 Russian killed.

J. BRENTON.

List of Artillery, &c. found in the Castle and Forts on the Island of Cerigo, which surrendered to His Majesty's Sea and Land Forces on the 12th Day of October, 1809.

Castle of Capsali.

Iron-guns—1 18-pounder; 1 15-pounder; 4 14-pounders; 2 9-pounders; 1 English 9-pounder; 4 6-pounders; 2 2-pounders. Total—15.

38 Barrels of powder; 2 barrels and a-half of loaded shells; 4 bolts of canvas for cartridges; 167 muskets; 1 pistol; besides a quantity of shot of every description.

Fort St. Nicholas.

Iron-guns—1 24 pounder; 5 9-pounders; 2 English 9-pounders; 1 English 18-pounder carronade; 1 swivel. Total—10,
6 Muskets.

Fort St. Joaquin.

2 English 9-pounders; 2 venetian 8-pounders. Total—4.

On the Beach.

9 English 9-pounders; 1 13-pounder carronade. Total—10.

Recapitulation of Guns.

1 24-pounder; 3 18-pounders; 1 15-pounder; 4 11-pounders; 21 9-pounders; 4 6-pounders; 2 2-pounders; 1 1-pounder; 2 eighteen pounder-carronades. Total—39.

J. BRENTON.

His Majesty's Sloop Philomel, Outer Harbour of Ithaca, 10th October, 1809.

SIR,

I beg leave to inform you that his Majesty's sloop Philomel anchored here on the 8th instant, having been prevented from gaining the port before by contrary winds. On working into the harbour, I observed that the battery was so situated as to render any attempt to destroy it by the guns of the sloop impracticable; the detachment of troops, together with the marines belonging to the Philomel, were therefore immediately landed under the command of Captain Church, accompanied by a party of seamen, which I conceived might be of use, should the enemy be foolish enough to make any resistance.

The gun-boat having been previously directed to keep the enemy in check, we immediately proceeded to a height commanding the battery, with an intention of taking it by storm, which was only prevented by their making an unconditional surrender immediately they observed us, and in less than an hour from the time the Philomel anchored, we had the satisfaction to find ourselves in full possession of the island.

A few shots were exchanged between the gun-boat and battery, which consisted of two guns only, with a garrison of between seventy and eighty men, which was greatly reduced by the whole of the Albanians having deserted it.

The cordiality and general good conduct of the troops and seamen, were such as I am fully convinced would ever ensure success in any of our enterprises; I have only to regret that they had not a greater opportunity of evincing their resolution and zeal.

The inhabitants are apparently much pleased with the established provisional government; a copy of the form of which you will herewith receive

I should be much deficient in my duty did I now neglect to state the exertions made use of, and very essential services rendered by Mr. Foresti, his Britannic Majesty's minister, which were such as to claim my greatest gratitude, and I am happy in this opportunity of making my acknowledgments to him.

I have, &c.

G. CRAWLEY.

J. W. Spranger, Esq. Captain of his Majesty's Ship, Warrior.

Return of Prisoners and Ordnance taken in the Island of Ithaca, October 8, 1809.

2d Italian Regiment—3 officers, 23 rank and file.
Albanians—4 officers, 46 rank and file.
Total—7 officers, 69 rank and file.
1 Major de place.

Iron Ordnance.—two 6-pounders, mounted; 2 ditto ready to mount; four 4-pounders, dismounted; three 3-pounders, dismounted; two 9-pounders, dismounted.
Total-13.

R. CHURCH Assist. Qr. Mr. Gen.

His Majesty's squadron in the Baltic, under the command of Vice-admiral Sir James Saumarez, and the cruisers under his orders on the different stations incident to that extensive command, have captured and destroyed 430 vessels of various descriptions within the present year; the aggregate burden of which exceeds 25,000 tons, navigated by 2,300 men, with 130 guns of different calibres. Of this grand total 340 vessels, with 1900 men and 100 guns, including 14 stout cutter privateers, and upwards of 20 armed schooners, are Danes, that Government having fitted out a great number of vessels of the latter class for supplying Norway with grain during the unexampled scarcity occasioned by the present war, which they are compelled at all risks to attempt. The remaining 90 vessels, with 430 men and 30 guns, belonged to Russia, and were captured in the Gulf of Finland during the short summer season, in which are included an Imperial schooner, ten gun-boats, and as many armed transports, for carrying supplies to the Russian army in Finland and Bothnia, besides the loss sustained in the very severe attacks on the Russian flotillas at Percola and Aspo on the 7th and 25th of July, amounting in killed and drowned to 200 men.

Vice-admiral Thornborough has arrived from the Mediterranean, in the Apollo, 38, Captain Taylor.

The late gales have been exceedingly destructive upon our coast. That of the 11th of December was felt by our fleet in the Scheldt with equal severity. Upwards of twenty transports and a brig with wine, were stranded, and the greater part lost. One boy, however, is the only person mentioned to have suffered on the occasion.

On the 14th, the Defender gun-brig went on shore, on Cock point, near Folkstone. Several vessels in the same gale were driven on the Goodwin Sands; one of them, a foreigner, had two men drowned. An American ship also sunk in the Downs, but the crew were saved by the Deal boatmen. The shipping at Portsmouth also felt the severity of the gale, but the damage, we believe, was confined to the loss of rudders, masts, and sails.

The report of the loss of the Hussar frigate, we are happy to say is totally false.

The Lady Nelson, of Liverpool, has been lost at the entrance of the Channel. Mr. Ashburnham, of the guards, son of Lord St. Asaph, his servant, two women, and one man, passengers, and crew, are said to have perished. Mr. Ashburnham was on his way to England, from Portugal.

Promotions and Appointments.

Admirals and Captains appointed.

Rear-admiral Sir Richard G. Keats, Bart. is appointed Governor of Malta, *vice* Sir Alexander Ball, deceased.

Rear-admiral Sir Edward Buller, Bart. has hoisted his flag, to superintend the harbour duty at Plymouth, *vice* Admiral Sutton, retired.

His Majesty has been pleased to confer the honour of knighthood on Captain T. Staines, for his gallant conduct in the Cyane, on the coast of Sicily, when he lost his arm.

The Hon. Lieutenant Waldegrave, son of Admiral the Right Hon. Lord Radstock, has been promoted to the rank of a commander, on his bringing home Lord Collingwood's despatches, respecting the destruction of the enemy's squadron and convoy destined for the relief of Barcelona.

Lieutenant Right Hon. Lord Balgonie is promoted to the rank of commander, and appointed to the Delight sloop.

Captain John Halliday is appointed to the Repulse, *vice* the Hon. Capt. Legge, returned from Flushing, ill of a fever; Captain H. Locker to the Sophie sloop; Captain Tom, from the Gorgon hospital ship to the Castilian; Captain John Godby to the Prospero; Captain William Shepherd to the Thunder bomb; Captain Alexander Gordon to the Rattler; Captain Richard Buck to the Crocus; Captain John Broughton to the Indefatigable; Captain George Sayer to the Leda.

Lieutenants, &c. appointed.

Lieutenant Stewart Blacker to the Intrepid; William Henderson (1) to the Hyperion; Robert W. Parsons to the Dannemark; George C. Urmston to the Argo; John M'Kirdy to the Mutos; Samuel Grandy to the Echo; Sir William Burnaby, Bart. promoted to the rank of lieutenant, and appointed to the Jason; Samuel Blythe to the Merope; John Pollard to the Leyden; John Weekes to the Growler gun-brig; George Hopkins to the Vanguard; Richard F. Jewers to the Theseus; Samuel Spencer to the Rinaldo; William Crotty to the Pheasant; Joseph K. Jones to the Hussar; John Healy to the Vesuvius; Nicholas Colhurst to the Porcupine; G. H. Rye to the Cadmus; Samuel Brown to the Ulysses; Thomas Still to the Castilian; Peter M'Quhac to the Apelles; H. Palmer to the Rolla; R. B. Young to the Eagle; Joseph Harrison to the Achille; P. Whinfield to the Dannemark; John Pearce to the Safeguard gun-brig; Robert P. Jones to the Thunder bomb; Thomas Connell to the Temeraire; Joseph Warton to the Illustrious; Thomas J. P. Masters to ditto; James Collier to the Achille; Mark R. Lucas to the Censor gun-brig; John Boulton to the Leda; Kelly Mazer to the Leda; Henry Meynell to the Ulysses; William Grove to the Orestes; W. H. Ingram to the Brisk; Thomas Cull to the Valiant; Richard Lasham to the Prospero; W. E. Edwards to the Crane; James Setford to the Princess Carolina; John Felmore to the Crocodile; John Cririe to ditto; Saunderson Allen to the Snake; Thomas Chambers to the Kron Princen; Henry Pyne to the Statira; Henry John Hatton from the Pallas to the Iris; William Hanley to the Pallas; Archibald M'Kellop to the Ætna; Edward Collins (2) to the Resolue; John Hunter to the Echo; Samuel Thomas to the Gorgon; Thomas Jones (2) to the Ranger; John C. G. Robert to the Sheerwater; John Neale (1) to the Cretan; W. R. Nicholas to the Rapid; James Robertson to the Caledonia; John Cornish to the Antelope; Edmund W. Gilbert to the Apelles.

List of Midshipmen who passed for Lieutenants the first Wednesday in December:—

John Studdert, R. W. Riches, R. G. Meech, H. B. Middleton, Francis Hallows, John Campbell, Henry Jenkinson, G. S. Burnett, George Goose, George Hill, Mark Kent, John Wilkie, John Macknell, Moses Cadenhead, William Corke, Gideon Bates, P. Shephard, Henry Davis, C. S. Ricketts, W. J. Purchas, J. W. Robinson, R. Lethbridge, R. Austin, James Cudlip, John Scriven, Richard Weld, F. B. Neve, William Nowell, Joseph Miller, James Medlicot, L. Jackson, Francis Gray, William Woolcock.

Alfred Johnstone, Esq. of the Victualling-office, is appointed agent victualler at the Cape of Good Hope.

Dr. Halloran, chaplain to the garrison, is appointed by the lords of the admiralty to be also chaplain of the Leopard, bearing the flag of Admiral Bertie.

Surgeons, &c. appointed.

George Harvey to the Victorious; John M'Crystal to the Echo; Matthew Martin to the Porcupine: Richard Dobson, from the Lively to the Trusty prison hospital ship; Richard Tobin to the Lively; Emanuel Lazaretto to the Endymion; David Mitchell to the Hope; F. R. Jago to the Vestal; J. O. Martin to the Hussar; Hugh Charles to the Star sloop; James Thynne to the Skipjack schooner; Abraham Illingworth to the Rapid; William Hindman to the Africaine; Edward Seaton to the Volontaire; Matthew Martin to the Dannemark; William Smyttan to the Porcupine; N. M. Cox to the Cyané; R. P. Williams to the Achille; James Crockatt to the Plantagenet; William Porteous to the Charybdis; J. L. Hasted to the Gladiator; A. Lithgow to the Donegal; David Rowland to the Royal William; Alexander Dewar(1) to the Winchelsea; William Gough to the Fijen P.S.; T. C. Jones to the Castilian.

Dr. Fullarton, surgeon of the Royal Sovereign, bearing the flag of Lord Collingwood, is appointed to succeed Dr. Gray, as physician to the Mediterranean fleet.

Assistant-Surgeons appointed, &c.

Peter Pascoe to the Amethyst; William Clifford to the Pegase P.H.S.; Alfred Nicholson to the Endymion; Robert Scott to the Unité; John Edger to the Dreadnought; William Parr to be an hospital mate at Haslar hospital; Peter Grant to the Ganges; John Warkman to the Fisgard; John Beaumont to the Iris; William Inches to the Leda; Charles Howell to the Quebec; D. H. Bruce to the Gibraltar; John Stephenson to the Amazon; D. Burne, supernumerary assistant-surgeon to the West Indies.

BIRTHS.

On the 25th of November, at Chester, the lady of Captain Schomberg, of the Loire, of a son.

Lately, at Sunning-hill, the seat of Sir Home Popham, Lady Popham, of a son, her tenth child.

The lady of Captain Becher, of the royal navy, of a son.

On the 23d of November, at Brighton, the lady of Captain G. Langford, of the royal navy, of a son.

At Camberwell, the lady of Captain H. Christopher, of the Sir William Pulteney Indiaman, of a son.

MARRIAGES.

Lately, at Yarmouth, Miss Anne Maria Walter, only daughter of John Walter, Esq. of Yarmouth, to Captain Joseph Spear, R.N.

J. Wilkinson, Esq. secretary to Lord Gambier, to Caroline, second daughter of C. A. Craig, Esq. of Great Scotland-yard, Whitehall.

Lieutenant-colonel Egerton, of the 44th regiment, to Miss Trowbridge, only daughter of the late Admiral Sir Thomas Trowbridge, Bart. late commanderin-chief in the East Indies.

N. A. Bourke, Esq. of Ramsgate, to Sophia, second daughter of Captain Reeves, of the royal navy.

On the 2d of December, by special licence, in Cumberland-place, by the Rev. D. Rowley, Viscount Hamilton, son of the Marquis of Abercorn, to Miss Douglas, second daughter of the Hon. John Douglas, a commissioner of the Transport Board.

At Kingston, Surry, on the 24th of November, Captain Jacob Walton, of the Amethyst, to Sarah, second daughter of Major-General Gabriel Johnstone, late of the Hon. East India Company's service.

E. Collins, Esq. R. N. to the eldest daughter of T. Carlyon, Esq. of Trogrehan, Cornwall.

On the 14th of December, at Maryton, Exeter, Mr. James Adam, late second officer of the Hon. East India Company's ship Elphinstone, and son to Dr. Alexander Adam, Edinburgh.

OBITUARY.

Suddenly, at Sunning-hill, Edmund, the fourth son of Sir Home Popham.

On the 20th of October, at Malta, aged 52, Sir John Alexander Ball, Bart. K.S.F. Rear-admiral of the White squadron, port admiral at Malta, and governor of that island. Sir John Ball was made a post captain on the 20th of March, 1783; and was promoted to a flag on the 9th of November, 1805. A letter from Malta, of the 22d of October, says:—"He was rather devoted to the Maltese interest, but he was certainly in the right. We, British, are too apt to despise foreigners; he found it necessary to protect them as he did. They, however, are an ungrateful set of wretches; their bigotry would not permit that their bells should be rung at his funeral: even his leniency seemed to make them disrespect him. We buried him yesterday: he was laid in a fort close to that in which Sir Ralph Abercrombie lies. The man of war and cavaliers (two dominating forts) fired minute guns, and 11 pieces of artillery fired three rounds over his grave. We are all in mourning for a month, and all public amusements are suspended for eight days after the funeral. He was most exemplary in virtue, honour, honesty, and friendship; and died embalmed in our tears, and wafted to heaven in our sighs."

On the 5th of December, Captain Hicks, of the royal navy. He dined at the house of Mr. Vigers, in Southampton-street that day, in perfect health and spirits. He left Mr. V.'s in a hackney-coach, for the city; when the coachman, on opening the door, found Captain Hicks a corpse.

Lately was drowned, in attempting to carry despatches from Gibraltar to Admiral Purvis, off Cadiz, Lieutenant Spence, of the St. Juan prison-ship at Gibraltar.

Lieutenant Tait, of the Volontaire, was killed in one of the boats of that ship, in destroying the enemy's convoy in the bay of Rosas in Catalonia.

ERRATA.

In page 463, lines 12 and 13 from bottom, for oligarch*ists* read oligarchs.

Page 476, line 20 from bottom, for *it* read *them*.

Page 477, line 5 from top, *dele* 19 April.

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